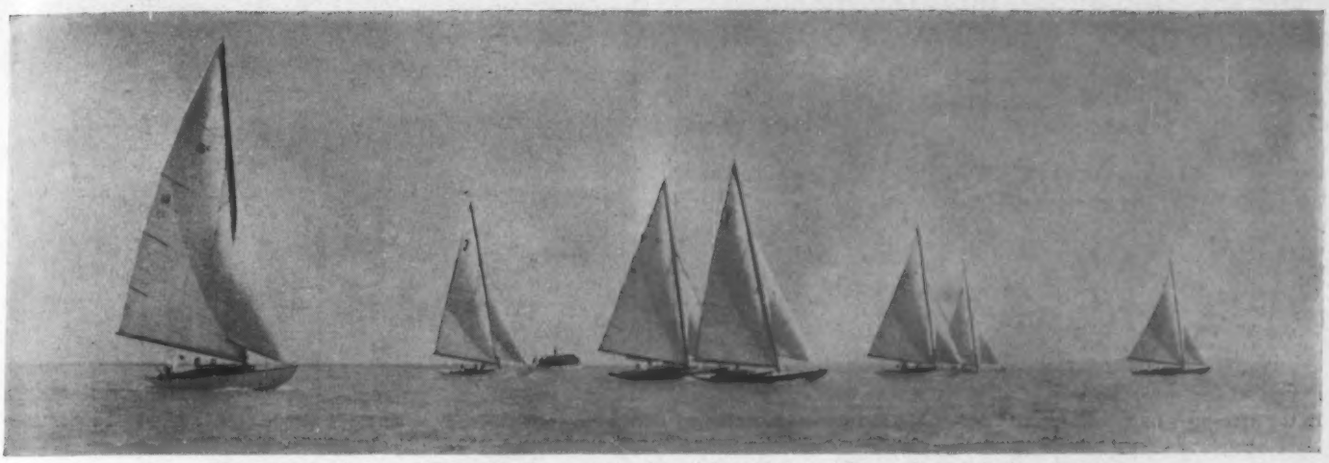
YACHTING

VOLUME XLI
NUMBER V

MAY, 1927

35 Cents a Copy
$4.00 a Year



Start of second race at Bermuda between the Sound Interclub and Bermuda one-design classes.

Sound Interclubs Win International Race at Bermuda

Decisive Victory in Last Race Turns Apparent Defeat Into Victory

By SAMUEL WETHERILL

AFTER four as hard sailed and closely contested a series of team races as one could ask, the American team of four Sound Interclub boats which met four one-design craft of the Royal Bermuda Yacht Club in Great Sound, Bermuda, on April 5th, 6th and 7th, emerged victorious. It was no walkover. For after the third race the Bermudians had what looked like a commanding lead, with 58½ points to 49¼ for the U. S.; but the Interclubs came through with a smashing victory in the fourth and deciding race, making a clean sweep of the first four places and winning the race by 26¼ points to 9, and the series of four races by 75½ points to 67½.

The weather was pretty much all that could be asked for, though a bit more wind in the last three races would have suited the American craft better. On the first day there was a sizzling breeze of 25 or more miles an hour, with at least 35 miles in the frequent puffs, the Interclubs lugging a single reef and the Bermudians having all they wanted with double reefs and spitfire jibs. The second and fourth races were held in moderate going, and the third in light and fluky conditions.

Despite the great disparity in types, the two teams were remarkably well matched on all points of sailing. The Interclubs were much beamier and abler than their opponents, and revelled in hard going; the Bermudians were slippery customers when the breeze dropped. It seemed truly remarkable that the chunky Interclubs could hold, and even beat, the narrower, sharper craft in moderate going, but they did it in the last race, and brought back to the United States the historic Lord of the Isles Cup, a beautiful, historic trophy over a hundred years old, presented by Mr. W. J. Love to the winning team, and to become the property of the club whose boat scored the greatest number of points for the winners. *Babette*, of the American Yacht Club, and *Merrywing*, representing Larchmont, ended up in a tie at 21¼ points each, so possession will hinge on the winning of a series of three races to be sailed between these craft in June, on Long Island Sound.

Starling (left), Bermuda, and *Merrywing*, Interclub Class.

Not all the honors went to the Americans, for *Atlantis*, owned and sailed by Eldon H. Trimingham, ran up a total of 22½ points, and won the cup presented by the Royal Bermuda Y. C. for the highest individual point score, regardless of team standing. *Atlantis* was also the only boat to take two first prizes, *Merrywing* and *Babette*, of the American team, being the other winners.

Two regrettable incidents occurred during the series. The first was in the first race when *Wee Betty*, with a big lead on the whole fleet, sprung her mast and was forced to withdraw on the first leeward leg, depriving the American team

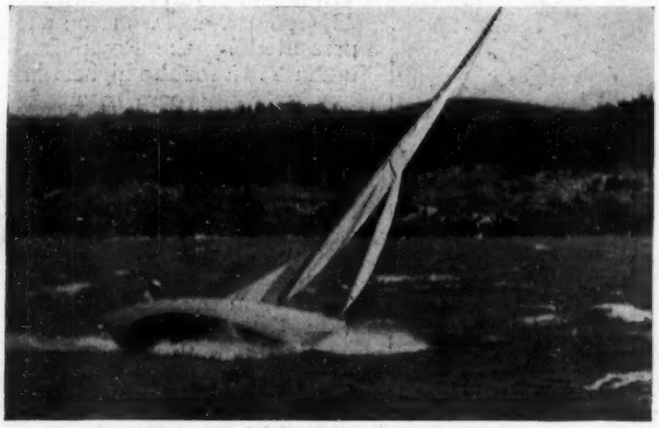
In the first day's race, sailed in half a gale, the Bermuda boats carried only double reef and spitfire jib.

Wee Betty (Interclub) carrying single reef in the first race. The going was decidedly dusty.

of a sure 8¼ points. The second took place at the start of the fourth contest, when *Starling*, of the Bermuda team, was disqualified by the Race Committee for failing to answer *Babette's* hail for room on the committee boat, although no protest was filed, and *Starling* continued the race, finishing fourth on actual time. *Wee Betty* shipped a spare mast for the last three races, but Swan, her skipper, could never get her tuned up again to show her usual speed.

The American team consisted of *Babette*, owned and sailed by J. B. Shethar (team captain), assisted by Ralph Manny, Shippen Davis and Raymond Gibson; *Merrywing*, owned by Louis Carreau, and sailed by Samuel Wetherill with the able assistance of the owner and James W. Alker; *Lotus*, owned and sailed by S. Wyman Aldrich, with Harry M. Curtis and Charles Jewett as crew; and *Wee Betty*, owned by George M. L. La Branche, sailed by William W. Swan, assisted by Charles Weyand, Rodney Williams, and David Atwater.

On the Bermudian team were *Atlantis*, owned and sailed by Eldon H. Trimingham, with B. Gosling and H. D. Butterfield, Jr., as crew; *Starling*, owned and sailed by Kenneth F. Trimingham, assisted by Owen Darrell, and D. Trimingham; *Flirt*, sailed by Commodore E. E. Walker, with B. W. Walker on the main sheet; and *Longtail*, owned and sailed by E. C. (Teddy) Gosling and G. A. Outerbridge.



Lotus, staggering under all she could lug.

First Race

The first race was sailed in half a gale from the northwest, with the boats reefed down, crews drenched and bailing and pumping most of the way. The course was windward and leeward, twice around, total 8 miles. *Wee Betty* got going like wildfire on the first windward leg and worked out a big lead. *Babette* was doing well, as was *Merrywing*, but both Americans were sailed beyond the mark by their opponents, and lost valuable ground. *Wee Betty* sprung her mast and withdrew near the end of the leeward leg, giving the lead to *Lotus*, with *Merrywing* second, and *Flirt* and *Starling* close up, *Merrywing* having outrun the two Bermudians. *Merrywing* got going on the second windward leg, passed *Lotus* and romped home a winner. Down the wind the Interclubs, with their big sail spread, were nearly unmanageable, and almost goose-winged on the heavy windward rolls, but though their masts were whipping like bean stalks, all but *Wee Betty* managed to finish without accident.

Summary: *Merrywing* (U. S.), 1:10:35; *Lotus* (U. S.), 1:10:50; *Flirt* (Bermuda), 1:12:06; *Longtail* (Bermuda), 1:12:35; *Starling* (Bermuda), 1:13:15; *Babette* (U. S.), 1:13:28; *Atlantis* (Bermuda), 1:13:45; *Wee Betty* (U. S.), Disabled.

Point score, first race: U. S., 18¼; Bermuda, 17.

Second Race

The second race was sailed on the morning of Wednesday, April 6th, and the third in the afternoon. A triangular course of 4½ miles, twice around, was signalled for the first one, giving a reach, quartering run, and beat home. The wind was only some 7 or 8 miles an hour, from east northeast, and the sea smooth, in startling contrast to the previous day. The American craft got away to good starts and held winning positions until towards the end of the first round when the Bermudians began to come up, the order at the end of the round being *Starling*, *Atlantis*, *Babette*, *Flirt*, *Longtail*, *Wee Betty*, *Lotus*, and *Merrywing*. There was but little change on the next two reaches, but on the final leg the wind hauled and lightened, making the windward work a close fetch, two or three of the boats overstanding the finish. *Starling* dropped to third place, *Lotus* to last, while *Merrywing* worked up to fifth.

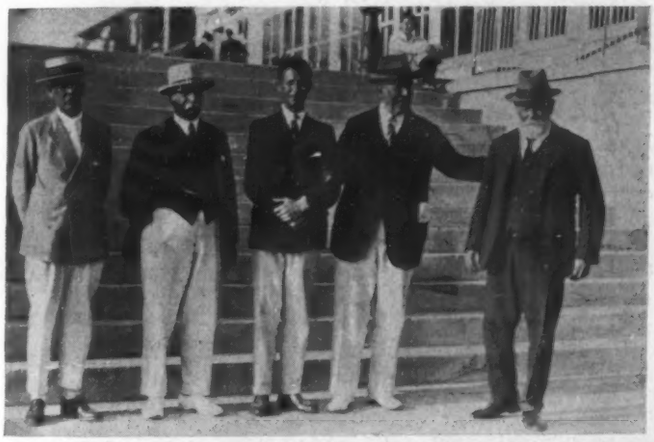
Summary: *Atlantis* (Bermuda), 1:33:35; *Babette* (U. S.), 1:34:40; *Starling* (Bermuda), 1:34:51; *Longtail*

(Bermuda), 1:35:26; *Merrywing* (U. S.), 1:36:04; *Wee Betty* (U. S.), 1:36:13; *Flirt* (Bermuda), 1:36:43; *Lotus* (U. S.), 1:38:10.

Point score, second race: Bermuda, 21¼; U. S., 15. Point score, first and second races: Bermuda, 38¼; U. S., 33¼.

Third Race

The course for the third race was leeward and windward, 4 miles, sailed twice over for a total of 8 miles. The wind lightened and hauled to southeast for the first round, and to about south by east for the second, and was very fluky from start to finish, which accounted for the large gap between first and last boat. The start was good, with the Bermudians having slightly the better of it. Down the wind the first time *Starling* and *Atlantis* got clear and rounded the mark first, followed by *Lotus*, *Longtail*, *Wee Betty* and *Merrywing*, the last three rounding practically together. On the windward leg the wind hauled and shifted back and forth. *Lotus* picked up a fine slant and rounded first, followed by *Atlantis*, *Flirt*, *Babette*, *Starling*, *Wee Betty*, *Merrywing* and *Longtail*, the last three boats hitting soft spots just before rounding. The wind lightened and hauled for the second round, and soft spots were numerous. The light going just suited the Bermudians, and they were footing fast at the finish, *Atlantis* winning



The Race Committee. Left to right: E. H. Gosling, E. F. Darrell, Commander Ridgway; Clinton Mackenzie, New York Yacht Club; Richard Darrell.

her second race in a single day, *Lotus* dropping back to second and *Babette* to sixth place.

Summary: *Atlantis*, 1:43:30; *Lotus*, 1:45:29; *Flirt*, 1:47:11; *Starling*, 1:47:12; *Wee Betty*, 1:48:33; *Babette*, 1:50:01; *Merrywing*, 1:52:39; *Longtail*, 1:54:19.

Point score, third race: Bermuda, 20¼; U. S., 16. Total point score, three races: Bermuda, 58½; U. S., 49¼.

Fourth Race

The American team was trailing by 9¼ points at the start of the fourth and final race, and prospects were decidedly bright for a Bermudian victory. But the Interclubs were far from beaten, for they went right out over a triangular course of 4½ miles, twice around, and by splendid sailing and perfect team work, came right through with a dazzling victory, finishing first, second, third and fourth. The wind was moderate from the northwest, and fairly steady. The Americans got good starts, covered their opponents at every opportunity, and never gave the Britons a look-in. *Merrywing* and *Babette* were almost together at most of the marks, and had trouble not to interfere with each other, with *Lotus* only a few boat-lengths astern. *Wee Betty* hung to *Atlantis* like a leech, holding her back to sixth place. *Starling* slipped through to finish fourth, but was disqualified by the committee

J. B. Shethar (right), captain of the American team, Ralph Manny (center) and Raymond Gibson

without a protest for fouling *Babette* at the start. *Merrywing* led till a quarter-mile from the finish, when *Babette* came with a rush at the short end of the finish line to win by 2 seconds.

Summary: *Babette*, 1:33:02; *Merrywing*, 1:33:04; *Lotus*, 1:33:30; *Wee Betty*, 1:34:22; *Atlantis*, 1:35:20; *Flirt* and *Longtail* (time not taken, excursion boat interfered); *Starling*, disqualified.

Point score, fourth race: U. S., 26¼; Bermuda, 9.

Point score for series: U. S., 75½; Bermuda, 67½.

Individual standing: *Atlantis* (Bermuda), 22½; *Merrywing* (U. S.), 21¼; *Babette* (U. S.), 21¼; *Lotus* (U. S.), 21; *Flirt* (Bermuda), 17; *Starling* (Bermuda), 15; *Longtail* (Bermuda), 13; *Wee Betty* (U. S.), 12.

It is interesting to note that all pre-race predictions, based principally upon the dimensions and lines of the two types of boat, were entirely wrong. Whereas the Interclubs were expected to shine in light weather, they actually did their best in a breeze; and the Bermudian craft, supposedly best in a blow and rough seas, were at their worst in these conditions, and at their best in light weather.

On the evening of the second day the American team entertained the Bermudians and presented them with a cup to be raced for by their fleet of new one-design boats. At the conclusion of the series the Bermudians reciprocated with a dinner to the winners at the Royal Bermuda Yacht Club, at which the various prizes were presented. The best of feeling prevailed throughout, and another series at some future date seems an assured fact.

Crew of *Merrywing*. Louis Carreau, Samuel Wetherill, J. W. Alker, from left to right.

The two *Miss Americas* at Biscayne Bay, where No. V made a new salt water record of 68.05 miles per hour.

Fine Racing on Biscayne Bay

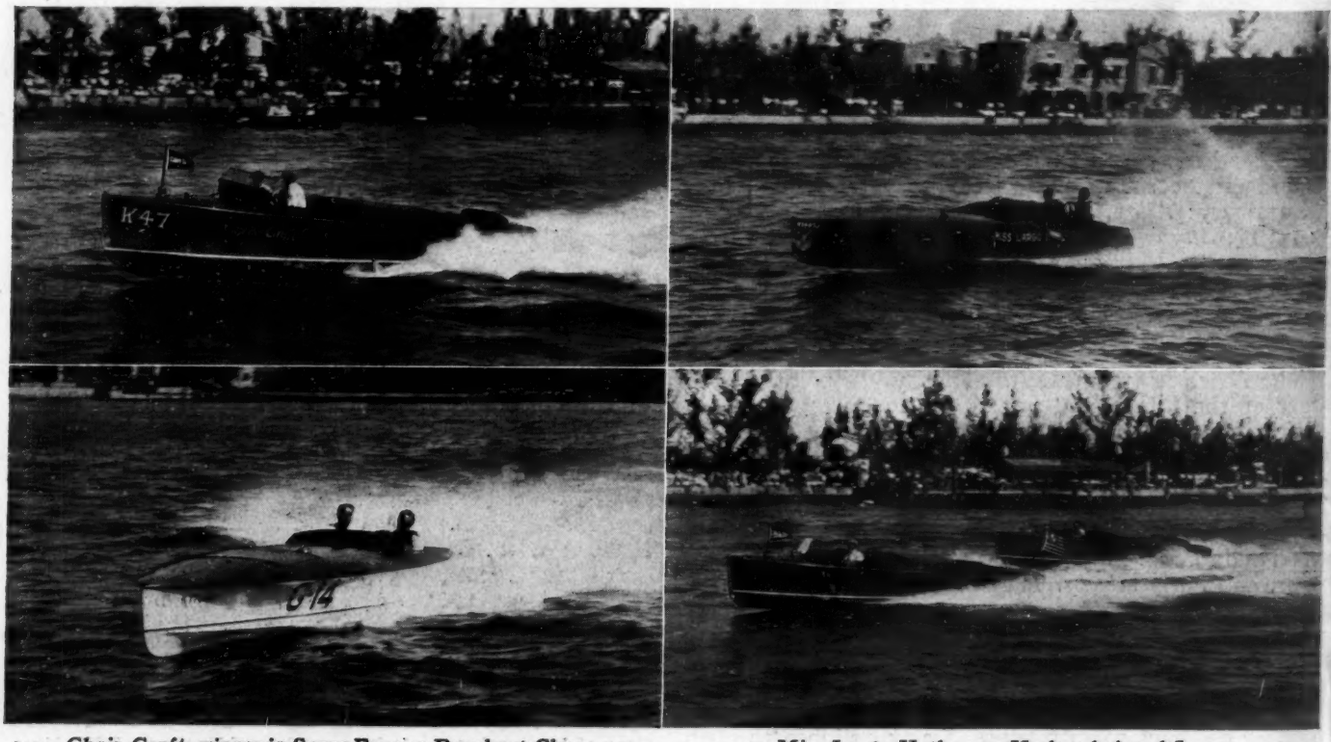
Fourteenth Annual Regatta Draws Big Fleets and Sets Some New Records

Photographs by M. Rosenfeld

AFTER opening the racing season in the East at Palm Beach, and following it up with a hot regatta on Tampa Bay, the power boat enthusiasts in Florida met again on the waters of Biscayne Bay and, under ideal conditions, fought it out on March 18th and 19th for glory, records and silverware.

The Biscayne Bay Regatta has always been popular with the racing skippers, for the course is an excellent one, the fleets are always large and the keenest of competition is assured. This year, with the rapid growth in the number of high speed stock runabouts that make excellent racing craft, with speeds of 30 to 40 m.p.h., the sport was not confined to the owners of extremely high-powered, specially-designed racers. The many Express Runabout and Outboard Motor Classes on the program were well filled and provided excellent sport, close finishes, and lots of enthusiasm.

To add to the attraction this year, Gar Wood had his



Chris-Craft, winner in Super-Express Runabout Class. R. F. Hoyt's *Imp*, winner in the Gold Cup Class.

Miss Largo II, the new Hacker-designed flyer. Two Baby Gar Jr.'s, in the 26-foot Runabout Class.

Baby Bandit, winner of Col. Green Trophy for outboards. Above: Start of Col. Green Trophy Race.

two flyers, *Miss America V* and *Miss America IV*, on hand and these provided the real thrills of the regatta from the spectators' standpoint. They were, of course, in a class by themselves, being, probably, the two fastest boats in America, of their horsepower. Running an exhibition race over a 12-mile course, of six laps, Gar Wood himself, in *Miss America V*, set a mark of 66.13 m.p.h. on one lap in the first day's event, and on the second day he bettered this, hanging up a salt water record of 68.05 m.p.h., for a two-mile lap with two turns in it. *Miss America V's* average for the whole 12 miles on the second day was 66.57 m.p.h., her sister boat making 66.03 m.p.h.

In the class for the Gold Cup boats there were four well known campaigners in the two heats, but R. F. Hoyt's *Imp* made short work of the rest of the fleet, consisting of C. F. Irsch's *Miss Tampa*, Fred Blossom's *Sara de Soto* and Wagg and Bigelow's *Palm Beach Days*.

The big event for the standard runabouts was a two-heat affair for Super Express Runabouts that brought several boats of different makes and power to the line. Bernard Smith, driving a 26-foot Chris-Craft, won both heats by fine driving, Charles Pease being second in both events. The winner's speed, over a three-lap course, was 33.24 m.p.h.

The outboards were out in force for the Colonel Green trophy race. It is wonderful the popularity that these little craft have attained, and the sport that they furnish their owners. There were big fleets in all of the events, and the popping of exhausts as they "hit it up" around the 4½-mile course sounded like a machine gun battery going into action. Bill Ware's *Baby Wanderjax* romped home a winner in the first day's heat at a speed of 23.19 *per*, but in the second heat, though a favorite, engine trouble developed which ruined her chances and J. A. Fiske's *Baby Bandit* went into the lead and won the heat at a speed of 21.13 m.p.h. As this boat finished third the first day, she won the Colonel Green trophy.

In the Free-for-all Displacement class, Mrs. W. J. Conners drove her *Miss Okeechobee* to victory on both days, making over 50 m.p.h. and defeating *Imp* and *Miss*

(*Continued on page 108*)

George Townsend, Gold Cup winner last year, and Howard W. Lyon, at Miami.

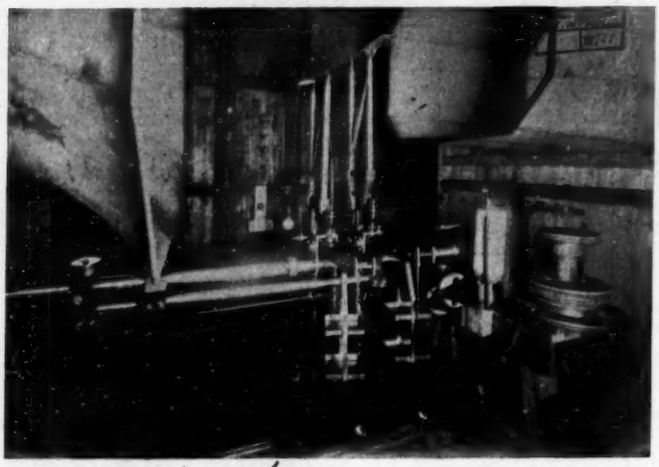
The new Commodore of the R. C.[2] organization, M. Rosenfeld, with Mrs. Edward Demarest and Mrs. Roy Knauer, under the palms.

The Aerodynamics of Sails

Part II—The Distribution of Pressure

By Dr. Manfred Curry

THE determination of the pressure on a surface — that is, with aeroplanes, the so-called "lift" and "resistance" of the air to which the wings are subjected, and with sail boats the driving force and resistance — was investigated as to its amount and direction in the wind tunnel. Let it be understood that in the treatment of sails, when the angle at which the wind strikes the sail (the so-called angle of "opposition") is spoken of, not the angle which is formed by the sail and the actual direction of the wind is meant, but that angle at which the current of air, in sailor parlance the so-called "apparent" wind, actually falls on the sail. The direction of this apparent



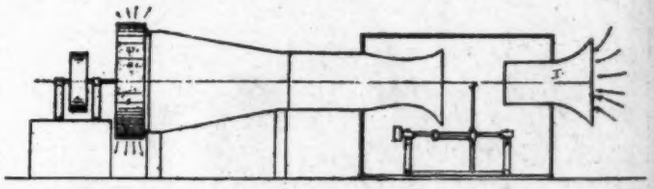
The wind tunnel of Prof. Junkers, at Dessau, where many experiments were carried out.

wind is indicated by the pennant and it alone is to be considered in the determination of the driving force. The greater the speed of the boat the more will the apparent wind deviate from its actual direction. This is especially pronounced in the case of ice boats, which, due to their high speed, have such a narrow angle of wind opposition on the beam, that they have to be sailed with their sheets close-hauled, and for this reason can cover a distance *before the wind much more quickly* on a zig-zag course than on one straight before the wind.

The wind tunnel of Professor Funkers, in Dessau, shown on this page, consists of a room, into which the air debouches through a large funnel on one side. The current of air is produced by a ventilator fan and blows across the room, leaving it through another funnel on the opposite side, which conducts it into the open. Formerly the ventilator was put at the outer opening of the first funnel and the air current emitted into it; but later, in order to produce a more uniform current, the fan was placed at the outer end of the second funnel and the air *sucked* through the tunnel (see accompanying sketch). In order to free the air sucked into the room of its eddies, and to insure a uniform, parallel flow of the current, the funnel through which the air is sucked has been provided with cell-like divisions similar to those of a grating. The plane to be investigated is screwed fast to a stand in the position desired and placed between the two funnels, which extend so far into the room that their inner openings are only one to two meters apart. The velocity of the current can be adjusted to vary from one to thirty-five meters per second. The stand to which the plane is attached is connected with scales that register the momentary pressures, the resultant as well as the two component pressures, for the various angles of inclination of the plane.

If it is desired to ascertain not only the total pressure that a plane develops (I say "develops," because the pressure depends not only on the speed of the wind but also on the form, arching, etc., of the plane), but also the distribution of the pressure at the various points of the plane itself, this is effected by boring holes in the plane or wing in question at those points for which measurements of pressure are desired. All except one are then closed with plastilin. Then a measuring instrument is applied to the one hole still open, exactly filling the opening with its receiving surface. When the current of air is started the measuring instrument registers the pressure at that particular point on the surface, and thus, one after another, the pressures at the other holes in the plate are recorded. When this measuring apparatus is placed with its recording disk on the surface facing the wind, the positive pressure at that point is recorded. But when the recording disk is affixed to the opposite side, away from the wind, the negative pressure can be ascertained. By means of this ingenious device, first employed by Eiffel, builder of the Eiffel Tower, a great secret was disclosed to the technique of flying. Also the yachtsman was confronted with a phenomenon that seemed entirely incredible at first thought. It was that this negative pressure, namely the *suction effect in the lee* of the sail, amounted to from *three to four times the positive pressure in its luff*. In other words, we yachtsmen sail, properly speaking, not with the pressure, which arises from the impact of the wind on the sail, but chiefly with the "suck," which acts on the lee side of it. *A sail boat is sucked, not driven, forward.* This fact should give the yachtsman a new insight into the handling of his sails.

The difference in pressure on the two sides of a plane was first suspected by aviators. In fact, it was a great



Sketch of air tunnel for experimental work. The sails are placed between the two funnels.

surprise to the pilot who, having dropped abruptly in his flight, found the upper wing covering of his plane torn into shreds when he again assumed a horizontal course; the negative pressure had done this while the positive pressure had *not* pressed in the under covering. Of late this has been taken into account, and the covering of the upper surface of the plane is generally made double the strength of that of the under surface.

From Eiffel's notes and much data supplied by recent research on this subject I have calculated the positive pressure, the driving force on the windward side of the

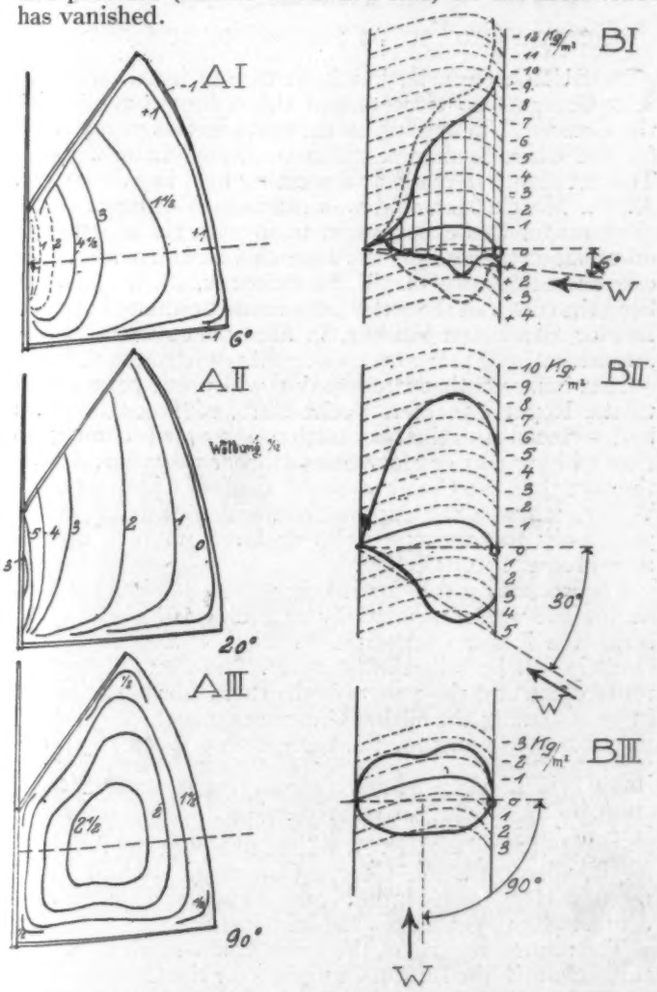
[This is the second of a series of articles on the Aerodynamics of Sails and the Art of Yacht Racing, from the book of that title, shortly to be published here by Dr. Curry. — Ed.]

sail, for two rigs, and have drawn the curves of equal pressure, the so-called "isobars" (diagrams A, C). The pressure in question, in terms of unit pressure kg/m² (kilograms to the square meter), is inserted next to these curves or isobars in the diagrams. This enables us to follow the change in pressure throughout the sail according to its position to the wind, or to the course sailed; of these I have reproduced here the curves for three such courses, namely, on the wind, wind abeam and before the wind.

On the wind the main pressure lies in the fore third of the sail, but it decreases as we approach the mast, which has a detrimental (blanketing, etc.) effect upon that part of the sail. The pressure also decreases, but more gradually, toward the after leach, finally vanishing at the isobar 0 close to the leach; beyond this *it becomes negative*, that is opposite to its previous direction. Herein lies the reason for the flapping of the after leach, so disagreeable to the sailor, the reason of which, to my knowledge, has never been explained; this flapping can, as we know, be corrected by the use of battens.

With the wind abeam the pressure increases toward the mast, where it reaches a maximum. The negative pressure (on the windward side) on the after leach has decreased to a minimum of almost nil. The isobars tend also more toward the end of the gaff, which they would do on the wind were it not for the unfavorable effect produced by the swaying off of the gaff to leeward.

Before the wind the curves look quite natural; the wind strikes in the center of the sail with great force and glides off with diminishing pressure toward the sides. The negative pressure (on the windward side) on the after leach has vanished.



Diagrams A and B. Curves showing (left) distribution of pressures, and (right) pressure on windward and suction on leeward side of sails.

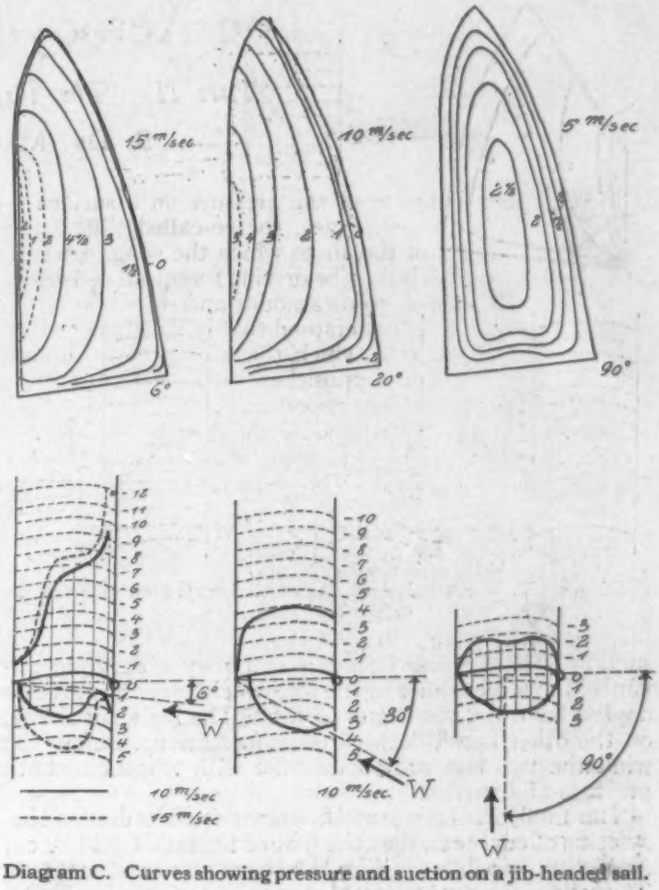


Diagram C. Curves showing pressure and suction on a jib-headed sail.

Diagram B I represents graphically the pressure (on the windward) and the suction (in lee), and thus their relation to each other at any given point or distance from the mast (see below). The length of the perpendicular from any point on the plane (abscissae axis of diagram) to the curve gives the amount of pressure or suction at that point of the sail — the lower curve the pressure on the windward side, the upper curve the suction on the lee side. Let it be emphasized, however, that this distance or quantity has nothing to do with the extent of action of the suction. To obtain the total pressure or resultant driving* force at any point of the sail the positive pressure on the windward side (represented by the lower curve) is added to the negative pressure or suction on the leeward side (given by the upper curve). The curves of the diagram represent the pressure and suction in cross sections of the sail parallel to the mast.

Diagram B II represents graphically the same quantities, pressure and suction, with the wind abeam, and B III those before the wind; the latter is the *only* course on which the pressure is greater than the suction.

A comparison of the isobars of the gaff rig with those of the high Marconi sail is extremely instructive (diagrams A, C), as it confirms the enormous superiority of the latter on the wind. The isobars of high-value pressure (3 and 4½ kg/m²) are much longer and the negative pressure isobars at the after leach smaller in value. With wind abeam, on the other hand, the isobars of the gaff rig are apparently the more favorable. Although they are shorter, they are of higher value (up to 5 kg/m²) and, moreover, include only a small area of negative pressure at the after leach in comparison to the much larger one of the Marconi sail. It is interesting to compare the curves for the two rigs in respect to suction. With the gaff rig the

*The actual "driving" force is the vertical component of this quantity (see next chapter).

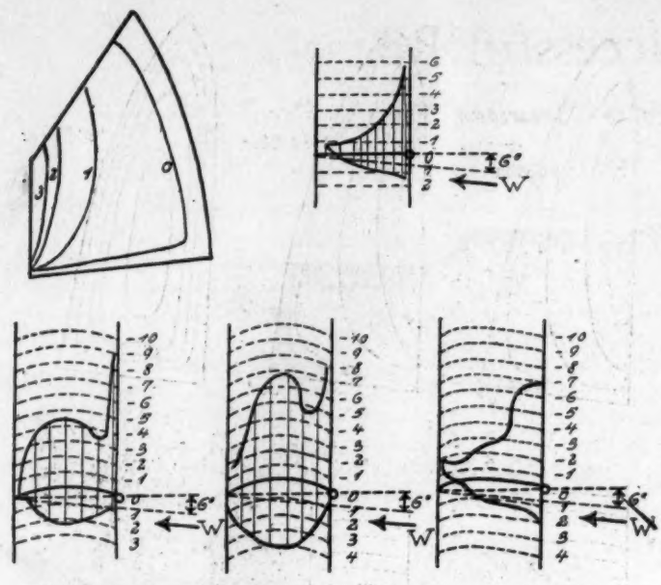


Diagram D. Pressure isobars and suction curves, on the wind.

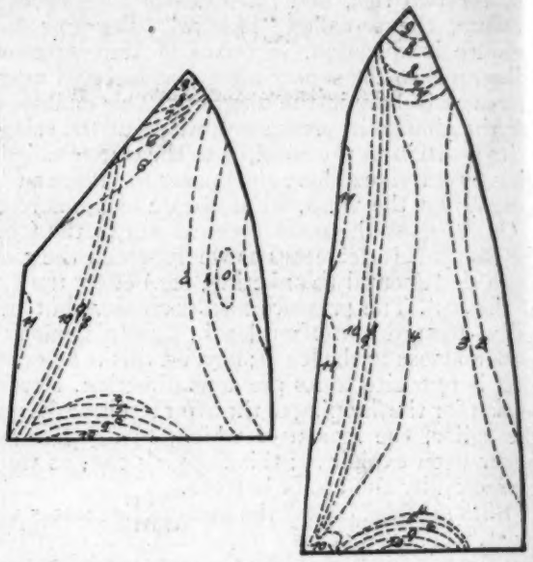


Diagram showing comparison of suction lines, gaff and jib-headed sails, on the wind.

suction is far greater because, as I may observe in advance, the large eddies in the lee, which appear at greater angles, have not yet begun to form. The high sail shows, on the other hand, decided eddy formations. Before the wind the two rigs are about alike with respect to both pressure and suction.

The final conclusion to be drawn from these various systems of curves is, that the foot of the sail should be cut as *high* as possible, causing the boom to *rise sharply aft*. The sails of the modern racing boats, especially the smaller ones, are in fact cut according to this principle. This reduces the negative luff surface along the under leach and, to a certain extent, that at the lower after leach, which, moreover, is much greater than indicated in the diagrams on account of the 4° upward tendency of the wind.

The diagrams above are taken from Eiffel's work, *La Resistance de l'Aire et l'Aviation*, and give the isobars for a flat surface and the pressure and suction curves for various arched surfaces.

More important, of course, than the pressure are the suction curves, which, however, I have reproduced here (see diagram D) for only one position — on the wind — on account of their great differentiation and varying form due to the slightest difference in the arching of the sail. Even these suction curves are so irregular in form, so unstable, that they cannot be regarded as exact.

The following statement may be made with regard to the suction curves — the distribution of the suction over the sail (*cf.* the above diagrams): To windward the greatest negative pressure is concentrated along three of the leaches, namely, along the fore leach (or luff), the lower leach and the upper leach, along the last only when the gaff does not swing out too far, as in the case of a light breeze. It is evident from these diagrams, as also from the cross section diagrams, that the after leach is subjected to a relatively small negative pressure (suction); that this may be overcome by the negative or under pressure that acts in the opposite direction on the leeward side of the sail, in which case the characteristic flapping or trembling of the after leach appears.

With wind abeam the suction travels from the luff toward the head and foot. Before the wind it is more or less uniformly distributed, increasing, perhaps, somewhat toward the head and foot of the sail. With the gaff sail there is a place a short distance near the after leach and about half way up the sail, *where the negative pressure in the lee is nil*. In my opinion, this is the result of an eddy that bounds back against the sail here and thus disturbs the suction at this point. This will be investigated more carefully later.

(*To be Continued*)

George Cup to be Raced for at Coburg

COBURG, Ontario, has been chosen by the Silas L. George Cup trustees and the sailing committee of the Crescent Yacht Club as the scene of this year's series for the Class R championship trophy of Lake Ontario. The decision was made at a meeting held in Watertown, N. Y., March 21st, and was reached in order that the program for this event might fit in with the schedule of other major events on the lake this season without inconveniencing any of the participants, as would have been the case had the series been held at either Chaumont Bay or Henderson Harbor, in accordance with original intentions.

It is believed that the location will prove satisfactory to the Royal Canadian Yacht Club, of Toronto, which had evinced a reluctant attitude toward coming to either Chaumont or Henderson Harbor this year, despite the fact that the Crescent Yacht Club of Chaumont and Watertown won the cup in 1925, and took it again last year, only to have the series declared no race upon a measurement technicality.

The reasons given for making the selection are that during the week immediately preceding the George Cup series the Fisher Cup series for Class P sloops on Lake Ontario will be sailed at Toronto. The fleets of the Toronto clubs and the yachts from other clubs participating in or attending the Fisher Cup races can then sail down the lake to Coburg for the George Cup races July 27th, 28th and 29th.

On August 1st, the Freeman Cup long distance cruising race will start from Coburg for Kingston, Ontario, and the fleet of the L. Y. R. A. will be at Coburg in readiness for it, whereas if the George Cup races were at Chaumont or Henderson Harbor it would be impossible for the contestants to get across the lake in time.

The annual regatta of the Lake Yacht Racing Association, in which the Lipton Cup series for the Class R championship will be one of the prominent events, will be sailed in Kingston Harbor August 4th, 5th and 6th.

Havana Stages Successful Regatta

The Cuban Capital Plays Host to American Racing Men

By EARLE D. GRIMM

The handsome home of the Habana Yacht Club, at Marianao, facing the Gulf of Mexico.

AFTER finishing at Miami, many of the American boats were shipped to Havana where their owners followed to take part in the international races scheduled at the Cuban capital on March 26th and 27th. Among those who did not get enough racing in Florida, and took a last fling in Cuba before the summer racing starts in the North, were William McP. Bigelow, Mr. and Mrs. W. J. Conners, H. Paul Prigg, and C. R. Pease.

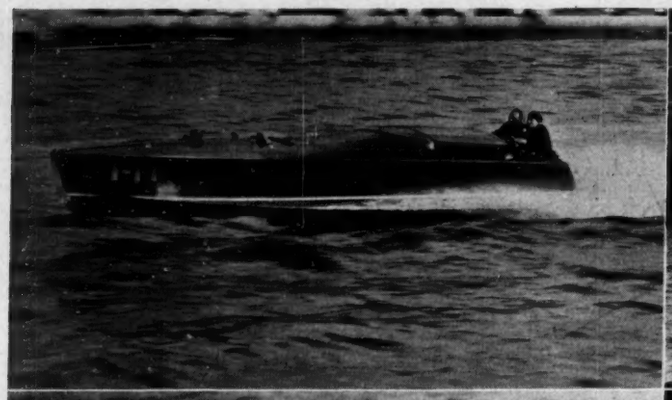
While the flyers from the States predominated in the various classes that raced over the well known Havana course, the Cubans were represented in several classes, including an entry from the President of the Republic, Gen. Gerardo Machado, the *Cuba*. The *Habana*, owned by Ramon Suero, and the *Criolla*, Dr. Gustavo Bustamante, also carried Cuban colors. The *Habana*, which raced in the stock runabout class, led the fleet around the course, but as her engine displacement did not meet the requirements of the class, she was not awarded the cup, which went to *Baby Gar Jr., No. 43*, driven by C. R. Pease.

The popularity of speed boat racing in Cuba was attested by the crowds of spectators that lined the sea wall on both days of the regatta, enthusiastically cheering the contestants, winner and loser alike. It was a great gathering, the spectators holding their places for hours and never seeming to tire of seeing the boats put through their paces.

Owing to the strong wind and rough sea outside the races the first day were held inside the harbor, the course being from gray Morro Castle to the upper end of the harbor and return. But by the time the second day's races were called, the water was smoother and the course extended from the Malecon along the sea wall facing the outer harbor.

One of the exciting features of the first day's racing was when one of the Biscayne Babies (a popular one-design class) driven by Carl Adams, rammed a Chris-Craft, tearing a huge hole in the latter's side, and smashing the bow of the one-design, which immediately sank. Adams and his

Racing off the sea wall, at Havana. *Habana*, owned by Ramon Suero, and H. Paul Prigg's *Chris-Craft*.



Miss Okeechobee, fearlessly driven by Mrs. W. J. Conners. "Bill" Bigelow, driving *Palm Beach Days*.

Palm Beach Days and *Miss Tampa* giving the spectators a thrill. *Chris-Craft*, still "in the running" with a patch in her side.

mechanician were promptly rescued, and the boat was subsequently raised. The Chris-Craft was hastily patched by boards being fitted over the hole, and in that condition continued the racing next day. On the second day the *Cuba* capsized and her crew were fished out of the water.

Mrs. W. J. Conners drove *Miss Okeechobee* to victory in the Free-for-all Runabout event, making the fastest time at the regatta. In the Baby Gar (large) Class, *Miss Palm Beach*, also driven by Mrs. Conners, finished ahead of *Cuba*. "Bill" Bigelow drove his *Palm Beach Days* to victory in the Gold Cup Class, nosing out *Miss Tampa* by the narrow margin of one second. C. R. Pease landed *Baby Gar Jr. No. 43* in first place in the Stock Runabout Class, and H. Paul Prigg took the Biscayne Baby event with his *No. 12*.

Mrs. W. J. Conners at the wheel of *Miss Okeechobee*.

The summaries in the various events are appended.

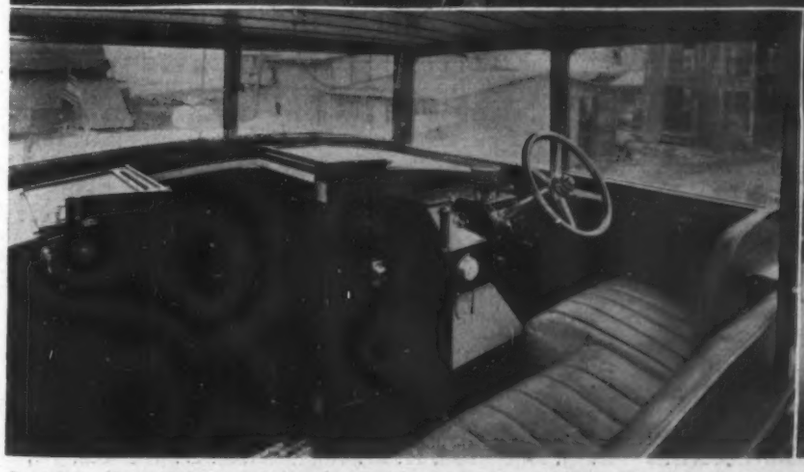
As hosts, the Cuban yachtsmen left little to be desired, and the visitors were entertained at the Habana Yacht Club, one of the handsomest yacht club homes in the world. Under the supervision of Vice-Commodore Rafael Posso, the Race Committee of the Habana Yacht Club ran off the events in an excellent manner, and did everything possible, and frequently the impossible, for the convenience and comfort of the racing owners. It is no wonder that with such treatment the Havana course is popular with American racing men, who go there year after year.

(*Continued on page 90*)

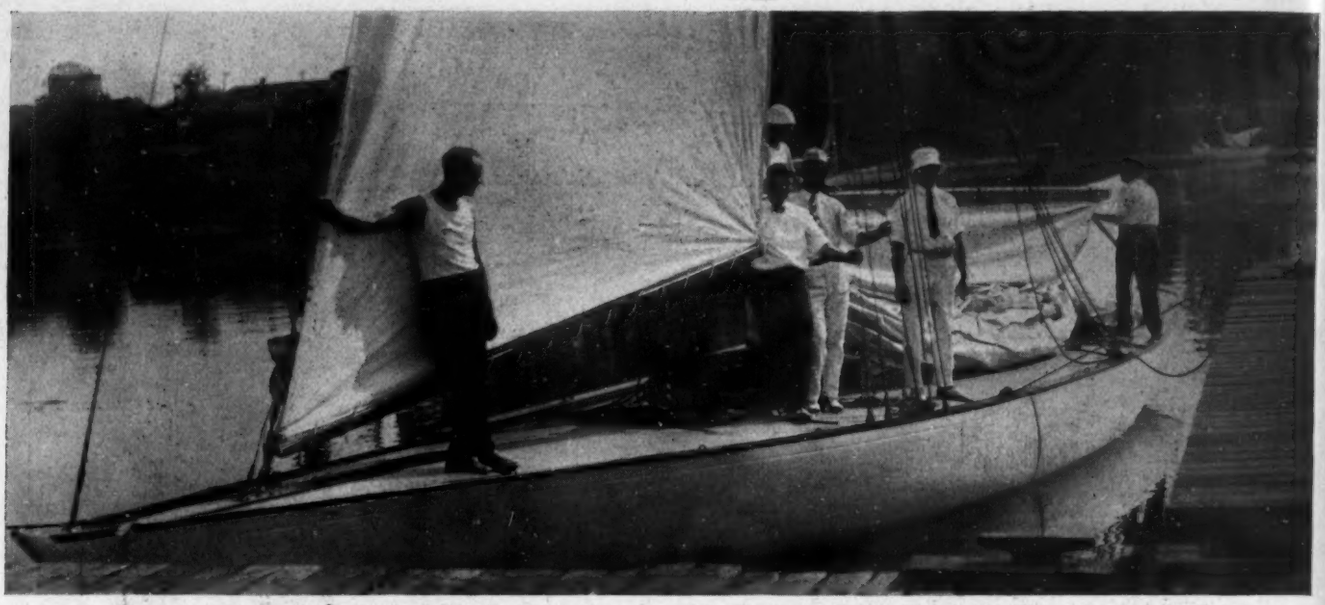
Miss Opa-Locha, one of the Biscayne Babies.

Senor Ramon Suero at the wheel of *Habana*.

A Sporty Little 42-Foot Express Cruiser



One of the first of this year's express cruisers to run her trials is this 42-footer designed and built by the Luders Marine Construction Company for Dr. Curtis H. Muncie, of Brooklyn. She is an unusually snappy craft, and her speed is 30 m.p.h. with a 290 h.p. Sterling engine.



Class P yacht *Alloede* (formerly *Josephine*) which will represent the Rochester Yacht Club in the Fisher Cup race in July.

Rochester Again Seeks Fisher Cup

ITS origin shrouded in legend like that famous trophy of English mythology, Galahad's grail, the ancient Fisher Cup, oldest of fresh water trophies, is again the inspiration of a duel for supremacy with Class P boats between the Rochester Yacht Club of Rochester, N. Y., and the Royal Canadian Yacht Club, of Toronto. The quest, third since 1906 by the Rochester Club, will be carried into Canadian water, off Toronto, on three days between the 19th and the 23rd of July. *Alloede*, formerly Addison Hanan's *Josephine*, will carry the challenging Rochester burgee and one of the Royal Canadian fleet, as yet unnamed, will be defender.

The hoary old cup, worn as slick as a thin dime by some fifty tempestuous years as a yachting prize, has reached its present resting place in the Toronto club's trophy case by a devious and yarn-inspiring route. It is all too long to spin here save for the fact that no one, at least no one who has spoken audibly enough for historians to hear, knows where the cup came from. It was won, folk-lore has it, somewhere on the Atlantic coast by the *Cora* and brought to Detroit with that yacht. Many races were sailed for it, separated by years, until it reached Lake Ontario and was won by the Rochester Yacht Club in 1892, from the Bay of Quinte Yacht Club in a roaring nor'easter with the "crew all out on the keel" of the big cutter *Onward*. It went to Toronto in 1906 when the *Zoraya* beat the *Iroquois*, of Rochester, and has been there ever since.

Two years ago the Rochester club challenged with the *Alloede*, then jib-headed rigged. A meeting in Buffalo between sailing committees of both organizations brought out the fact that the Canadians did not want to encourage the tall, ungainly Marconi spars as they existed in 1925 in Class P on Lake Ontario. They insisted on gaff rigs. Rochester conceded, in spite of the fact that the move meant discarding a rig that made *Alloede* seem a champion, and the purchasing of a new outfit.

John Alden designed the gaff-headed sail plan for the Rochester boat and made it very tall in the hoist with a long gaff and short boom and very small jib, close inboard. *Bernice*, heavy weather ace of the Canadian fleet was chosen defender. *Bernice* won two straight races.

This year's challenge followed and, according to reports, the Royal Canadian Yacht Club is convinced that Alden's tall, narrow and gawkish-appearing rig is better than the gaff-headers on its fleet and the defender will have one when she crosses the line to protect the old cup.

CHARLES A. RAWLINGS.

Junior Yacht Racing Association Program

AT the March meeting of the Junior Yacht Racing Association of Long Island Sound a comprehensive program looking towards the expansion of this popular organization was worked out that should make the Association one of the foremost of its kind. Nothing is more important to the future of yachting in America than the building up of strong junior organizations for the youngsters that will get them interested in sailing and give them a chance to race against other juniors of their own age. The ten member clubs of the Long Island Sound Junior Association are:

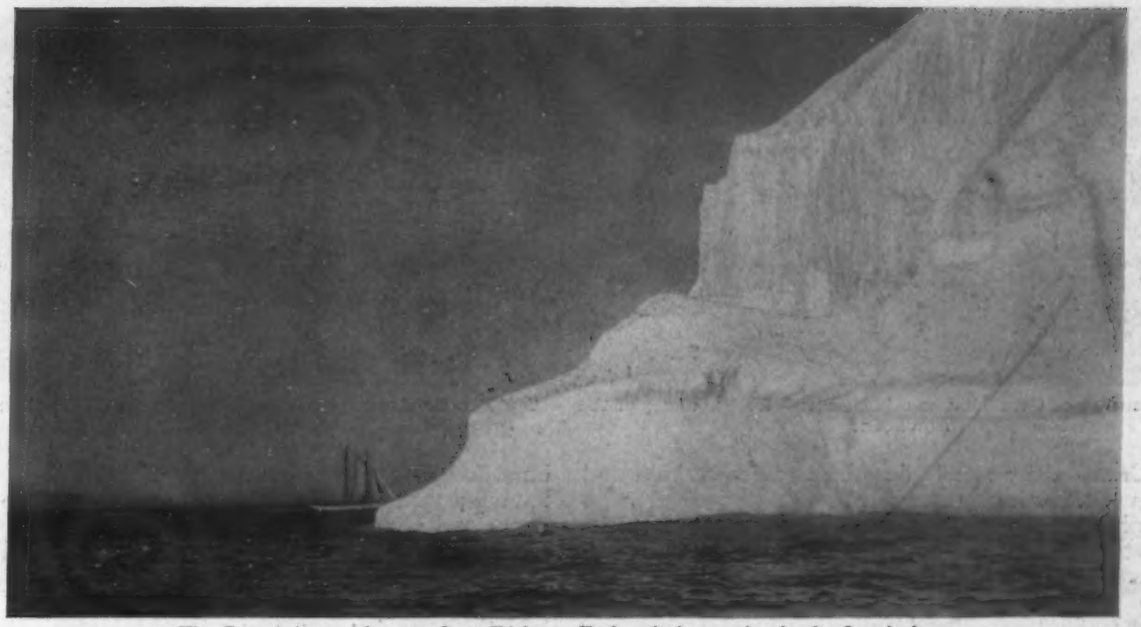
Bayside Yacht Club	Larchmont Yacht Club
Bay Shore Yacht Club	Manhasset Bay Yacht Club
Cedarhurst Yacht Club	Pequot Yacht Club
Huguenot Yacht Club	Seawanhaka-Corinthian Yacht Club
Indian Harbor Yacht Club	Stamford Yacht Club

The Junior and Midget Championships this year will be sailed in Inter-Club and Star Class yachts respectively, and the Association is buying complete suits of sails for those boats it will use, so that yacht owners lending their boats for these events will not be asked to lend their sails with them. This is a wise move and will give the junior skippers a chance to learn something in the care and set of sails, which are such an important part in winning races.

The Junior Racing fixtures for the Sound this year are as follows:

Junior Open Regatta	Larchmont Yacht Club, July 19th
Junior Championship Series	Larchmont Yacht Club, Aug. 8th–13th
Midget Championship Series	Bayside Yacht Club, Aug. 22nd–27th

The present officers of the Association are: Chairman, E. G. Anderson, Larchmont Yacht Club; Secretary, H. M. Wharton, Pequot Yacht Club; Treasurer, Louis Kenedy, Huguenot Yacht Club; Executive Committee, E. G. Anderson, H. M. Wharton, A. D. Weekes, Jr., Seawanhaka Yacht Club; L. Kenedy, W. F. Gilliespie, Stamford Yacht Club; D. H. Cox, Cedarhurst Yacht Club, E. M. Lawrence, Bay Shore Yacht Club.



The *Bowdoin*, on the way from Disko to Egdesminde, passing back of an iceberg.

A Greenland Cruise in the *Sachem III*

Part II — Along the Greenland Coast and Across to Baffin Land on the Homeward Voyage

By Rowe B. Metcalf

ON July 31st we left Simiutak for Godhavn, on the Island of Disko, about half way to Cape York on the west coast of Greenland. We had a moderate sea and breeze the whole way, and at noon on the 31st of July our position was 66 degrees 34 minutes north latitude, or 1 degree north of the Arctic Circle.

By August 1st we had reached the southern edge of Disko Bay, and could already see the high flat hills of Disko Island rising in the distance. Here again we began to encounter many large icebergs drifting out of Disko Bay in a northwesterly direction, eventually to be caught by the Arctic current and carried down the Baffin Land and Labrador coasts to the north shores of Newfoundland.

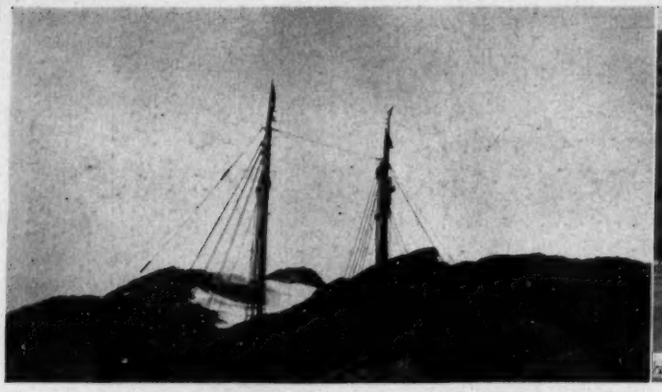
Later in the day we anchored at Disko and were honored by the customary visit of the governor of the port, as well as of Governor Rosenthal, Governor of all North Greenland. We spent the next day and a half wandering about the shore, stretching our legs and sitting on the hilltops watching the endless chain of mighty icebergs drifting along the shore. Here and there one had gone ashore and was being slowly torn to pieces by the pounding of the surf and the rising and falling of the tide.

After a pleasant visit at Disko, Governor Rosenthal was kind enough to give us a letter to the governor of the town of Egdesminde, where we were bound, requesting him to instruct the captain of the Danish whaler, which was then lying there, to sell us as much fuel oil as he felt he could spare. The sail from Disko to Egdesminde was one of the most beautiful of the whole trip. On every side we were surrounded by huge icebergs, some snowy white, others dark blue, all of them fascinating to watch. The highest one we saw we estimated to be about 250 feet, and there must have been almost enough ice there to supply all the New England summer resorts for one summer at least.

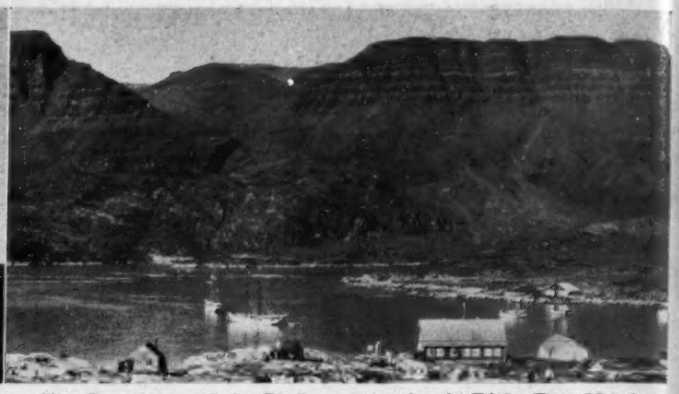
It was nearly dark when we reached Egdesminde and dropped anchor, finding, as usual, much more water than we cared for. In this particular instance our stern was dangerously close to the shore while the anchor laid in 13 fathoms, making it necessary to give plenty of scope.

On board the *Sachem*.

A Newfoundland fisherman, with patched sails.



The mountains of Greenland as a background for the masts of the *Bowdoin*.



The *Bowdoin* and the *Sachem* at anchor in Disko Bay, North Greenland.

The Danish doctor at Egdesminde was very kind and asked us to have luncheon with him and his sister, who was keeping house with him. We expected very much the same sort of food we had been having on the *Sachem*, and were therefore agreeably surprised to find ourselves sitting down to such green luxuries as lettuce and radishes. Wild goose, fresh trout and numerous Danish delicacies were among the other tempting dishes offered us, to say nothing of several kinds of excellent wine and beer. But over and above all this was the charming hospitality of our host and hostess.

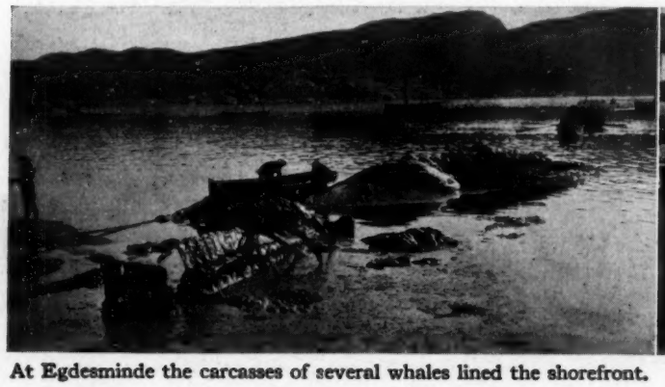
As I have already mentioned, the Danish whaler was then making Edgesminde her home port, and the carcasses of several large whales, stripped of their blubber, lined the shore front. I have been told that the basis of most perfumes is a by-product of some part of a whale, with the result that every time I inhale some supposedly sweet fragrance I am reminded of the whales at Egdesminde. It was only after cautiously approaching them from windward that we succeeded in taking pictures of the Eskimos and dogs stripping the small amount of useful flesh from the already much decayed carcasses.

A kyak in action.

Until that evening I had supposed the odor of these whales lying in the hot sun to be the worst that had ever assailed my nostrils, but another treat was in store for those of us who were foolish enough to let themselves in for it. Commander MacMillan, as was his custom, very kindly offered to give a moving picture show for the Eskimos who cared to see it. The only place at which it could be shown was the carpenter shop, and as we were now having perpetual daylight, it was necessary to close all the doors and windows in order to show the pictures. The room, possibly 25 feet wide and 50 feet long, was crowded to capacity. Even the rafters were covered with Eskimos. A few of us not accustomed to the odors of the Far North had the temerity to venture in, thinking to get a little local color. But when, after about five minutes, we surrendered and fled for the open air, the odor of the whales lying on the beach about a hundred yards away was no longer discernible. Eskimo clothing, which is mostly uncured sealskin, when in a warm damp room, has a peculiar fragrance all its own.

Having obtained our fuel oil, we decided to leave early on the morning of August 5th for Holstenberg, where we wished to spend several days studying the natives and surrounding country and taking pictures of the halibut fishery for which it is world-famous.

We had been told that we would find the Governor at Holstenberg rather formal, but on the contrary he was most hospitable, and our stay here was the most interesting of any on the coast. To those not endowed with such violently scientific minds as to enjoy counting the number of scales on the back of a sardine, or collecting specimens of rock, one of the two most interesting things in this little fishing port of the Far North was the cemetery, with the graves of several Gloucester fishing masters who had passed away here in years gone by, before Denmark had made Greenland a closed country. Several of these were



At Egdesminde the carcasses of several whales lined the shorefront.

A Greenland grass hut and some of its occupants.

Seglek Bay, our return landfall, where the *Sachem* joined the *Bowdoin* for the homeward stretch.

The mountains of the North Labrador coast, about 20 miles up the bay.

surmounted by crude wooden tombstones, bearing various masonic emblems and quaint epitaphs. Unfortunately I wrote none of them down, and so cannot quote them here.

The second point of unusual interest was the immense catches of halibut which two or three small Danish fishing boats, manned by Eskimos, brought in from their trawls set from 10 to 20 miles offshore. Early each afternoon, when the weather was propitious, they would return from the sea well laden with huge halibut ranging from 75 up to four hundred pounds. One day Paul Warren, who acted as our mate, and Dr. Thomas from the *Bowdoin*, went out on one of these trips and secured some most interesting pictures of these wonderful fish being caught.

We had been unable to obtain at Egdesminde sufficient oil to carry us to Baffin Land and then back to Sydney. So from Holstenberg we returned to Sukkertoppen, where Governor Lensco gave us the use of a part of the whalers' reserve supply which had been stored there after our departure earlier in the summer. This was piled in barrels on the rock, and it was not without considerable effort that we loaded it into a scow provided by our always accommodating Danish host, floated it to the waiting vessels and then pumped it from the barrels into our fuel tanks.

Eskimo boys of South Greenland.

We were now beginning to have about two hours of darkness each night, but about one o'clock in the morning, as soon as it was sufficiently light to see the uncharted reefs in the entrance to the Bay outside Sukkertoppen Harbor, we on the *Sachem* bade good-bye to Greenland and set our course for Cape Murchison, Baffin Land, across Davis Strait. We left Greenland as we had found it, shrouded in a deep blanket of fog which never seemed to extend into the Bay except with a strong westerly wind, but lay along the outer islands, extending out to sea from 20 to 100 miles, depending on the weather.

As we proceeded toward Baffin Land the wind increased considerably until, on the evening of August 14th, it rapidly approached gale force. About five o'clock we reached the edge of the ice-pack, which was extremely heavy. After some hesitation we took in all sail and entered it under power, deciding that we would rather lay to while in the lee of the pack than stand back out to sea. As darkness drew on the barometer fell faster and faster and the wind rose continually. Once we were well inside the pack, however, we found it looser than we had supposed, and at nine o'clock, as it was just growing dark, we sighted Cape Murchison. Robeson Sound, where we were supposed to meet the *Bowdoin*, was so jammed with ice that it was obviously impossible to enter. After proceeding to the westward for some time, we found a large opening in the ice-pack at the far side to the entrance of Robeson Sound. Here we sighted a high hill looming up even through the darkness of the storm. Being more or less able to identify it on our chart, we decided to heave to here for the night, and running as far up to windward as the ice-pack would allow, we dropped back to leeward, always endeavoring to keep our landmark in sight.

During the night the wind reached considerable velocity and, with the thermometer below freezing, the rain and sleet were most unpleasant as they lashed our faces. Though the gale had not abated by morning, we were able with daylight to get up under the lee of Brevoort Island before we dropped anchor in about 10 fathoms of water,

An island off the Central Labrador coast.

At Battle Harbor, Labrador.

Paul Warren, first mate of the *Sachem*.

A 1500-pound walrus caught off Baffin Land.

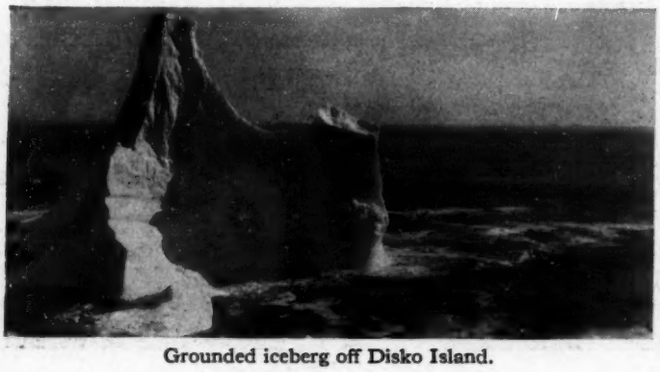
Commander MacMillan aboard the *Bowdoin*.

running out 50 fathoms of chain before being able to make our 650-pound anchor hold. As the day wore on the gale diminished, and toward evening we again had comparatively pleasant weather, except for a heavy blanket of fog which rolled in from seaward.

On August 16th we hove up and started to the south-'ard, laying our course for Hall's Island. At first we found some clear water, but later struck the heaviest pack-ice we had yet encountered, approximating in several places a depth of 12 or 15 feet. We had to proceed with considerable care as the large cakes were being violently agitated by the heavy ground swell from the storm of the two preceding days.

By two o'clock in the afternoon we were clear of the ice and headed for Hall's Island, when we sighted a herd of walrus, apparently more intent on boarding us than on attempting to escape. After considerable excitement we succeeded in wounding one of them, harpooning it and eventually hoisting the 1,500-pound animal aboard by the fore throat halliards.

Toward evening we reached Hall's Island, which on our chart showed as one island. We found, however, that it was actually a small and a large island surrounded by half a dozen smaller ones which did not show at all on the chart. We worked in very cautiously and located a little shelter at the southeast end of the island. That night, for the first time, we were able to get in radio communication with the *Bowdoin*, and found that, due to the heavy fogs and storm, she had proceeded to Labrador, where she requested us to join her at Seglek Bay.



Grounded iceberg off Disko Island.

We were most desirous of spending several days on the Baffin Land coast in the hope of securing additional walrus, and possibly polar bear, but the weather still remained inclement and we had found our charts absolutely unreliable, except as to latitude and longitude of the principal points on the coast. These facts, coupled with the knowledge that we should probably strike 40 to 50 feet rise and fall of tides in the bays into which we wished

Miss Maude Fisher, taking her trick at the wheel.

to go, convinced us that we would be wiser to postpone further exploration of these still little known shores.

We left Hall's Island early on the morning of the 17th. After a delightful sail we dropped anchor about noon the following day in the mouth of Seglek Bay and waited for the *Bowdoin* to come out.

From here on I will not attempt to follow our course from day to day, but will mention only a few of the more interesting things that we noted as we worked slowly down the Labrador coast, doing such scientific collecting and making such observations as were possible.

While on our way from Seglek Bay to Port Manvers we saw unusually strong and beautiful Northern Lights. It was most interesting to note that they affected our compass violently, throwing it off as much as half a point, sometimes to the eastward and sometimes to the west-

(*Continued on page 98*)

AFTER THE GALE.

From an etching by F. M. Gardiner.

Advance, the schooner which introduced the staysail rig in America.
From a photograph made off Newport by Burnell Poole.

The harbor of Callao, Peru, one of the favorite ports used by the Pacific whalemen, from a sketch made in 1849 in the log book of the ship *America II*, of New Bedford.

The Paths of the Whalemen

By Arthur C. Watson

TWO often-told yarns are brought to mind when we think of the art of navigation as practised by the Yankee whalemen of a hundred years back. One of these yarns concerns a Nantucket captain who, many a time, had made the round of the Cape de Verdes, the Brazil banks and the west coast of Africa. He knew every square foot of the Atlantic along his regular courses, and, without sextant or chronometer, managed to find his way. A glance at the sky and water, a sniff of the air, a taste of the particles of the sea bottom which would cling to his sounding lead — these were his navigating principles, but, chief among them, was the taste of the sea bottom.

On one of his voyages he took with him a box filled with earth, in which he had green stuff growing. In taking a cast of the lead one day, some wag in the crew, sceptical of the captain's uncanny power of taste, thought to play a trick upon him and smeared some soil from the flower box on the arming of the lead. A few seconds later the captain touched his tongue to the lead. His eyes opened wide with stupefaction, and he shouted in the words of the now famous doggerel, "Nantucket's sunk, and here we are, right over old Marm Hackett's garden."

The other yarn, no less facetious than the first, might well be told of this same Nantucket captain. At least, the captain of this second yarn was a similar type in regard to navigation, but he had a glowing reputation as a successful capturer of whales. He had a son who rose through the ranks and became master of a whale ship at an early age. But this son was of the new school, and went to sea armed with every navigating device known to science, figuring his positions with irreproachable skill. As was natural, the son took every opportunity to cast reflection upon his father's slipshod ways. So it happened that, when the two captains met in the mid-Atlantic, the younger shouted, "What do you make out the latitude to be?" The elder replied with a chuckle, "My latitude is 'whales'; my longitude is 'more whales', and my course, if you want to know it, is homeward with a full ship." And the son failed to answer, for his vessel, after six months' cruising, had only a few barrels of oil below decks.

These anecdotes, of course, do not pretend to be more than stock yarns of the whaling ports, yet they contain the germs of truth. Yankee whaling masters rose to command, not by their understanding of nautical mathematics, but by their ability to command men and to find oil. At least one case is on record of a vessel which was navigated by the captain's wife, she being the only person on board familiar with the science. And frequently does an old log book turn up with its back pages filled with crude calculations. The problems begun and left uncompleted, the problems inked out, the erasures — how many hours of mental contortions and despair they represent! Copies of Bowditch are preserved that are so thumbed and begrimed as to be partly illegible. Often we find the log book writer complaining, "My observations never come right." Many a successful captain would prefer the dangers of lancing a whale to the long, disheartening struggle with a sextant. What pleasure was there, in such a case, or what use, even, in "shooting the sun" by day and trying a lunar at night, or for variety's sake observing Arcturus or Sirius or one of the planets? No wonder that observations were not faithfully kept day by day, especially when the vessel was sailing in poorly charted waters.

A strange confession is preserved for posterity in one of the old log books. It is the confession of a captain who took his observations whenever the weather permitted. When his vessel was in the mid-Pacific making a passage to the northward, a curious phenomenon occurred in his observations which he could not understand. He reached the Equator and then the results of his calculations showed that he was sailing south. And yet every night the stars clearly denoted that the vessel was headed in the opposite direction. A few days passed; each "shooting" of the sun proved that a reasonable distance had been gained in the previous 24 hours, but always it was a gain in south latitude. Each day the captain confessed his bewilderment in his journal until, after many long hours of wrestling with figures, he discovered the little error which had made

With main yards backed, lieing-to for a gam. The bark *Andrew Hicks*, from a photograph by Victor Slocum.

the calculations belie the heavens — such as the matter of a wrong sign before the observed altitude.

Of course there were a great number of whaling captains who knew the science of navigation as perfectly as any graduate of Annapolis. But even in the experience of such masters fell incidents which often must have made them sceptical of the advantages derived from practising the art. Charts were discouragingly inaccurate and incomplete in the first half of the last century. In fact, it was partly through the influence of the far-flung whaling voyages that exploring expeditions, such as the famous one of Wilkes, were sent out. Alexander Starbuck, in his whaling history, says in this connection: "In December, 1858, Professor Agassiz, in a letter to the American Geographical Society, encouraged the Polar expedition then agitated in the following words: 'I beg to add a word with regard to Dr. Hayes' expedition, — I consider it as highly important, not only in a scientific point of view, but particularly so for the interests of the whale fisheries'."

In view of the shortcomings of the early charts, against which the whalemen had to be continuously alert, it is only natural to suppose that they were frequently surprised with the apparition of islands hitherto unknown to white men. Events of this nature are common in the log books of the period. The following is from the log book of the ship *Independence*, and was written in April, 1827:

"The lay of the island is 1°-10′ South, and the longitude, by a good observation, is 174°-03′ East. This island, not being down in the charts or books, we suppose it to be a new discovery. A reef runs all around the island at the distance of about three miles from the shore. By the appearance of the water, it is shoal. The island is about 25 miles long, very low, and covered with trees, mostly cocoanut trees. Some of their canoes are very long, carrying large sail. The natives go entirely naked. They are rather larger than the common size." Thus is recorded what was probably the first visit of the white man to one of the Gilbert Islands.

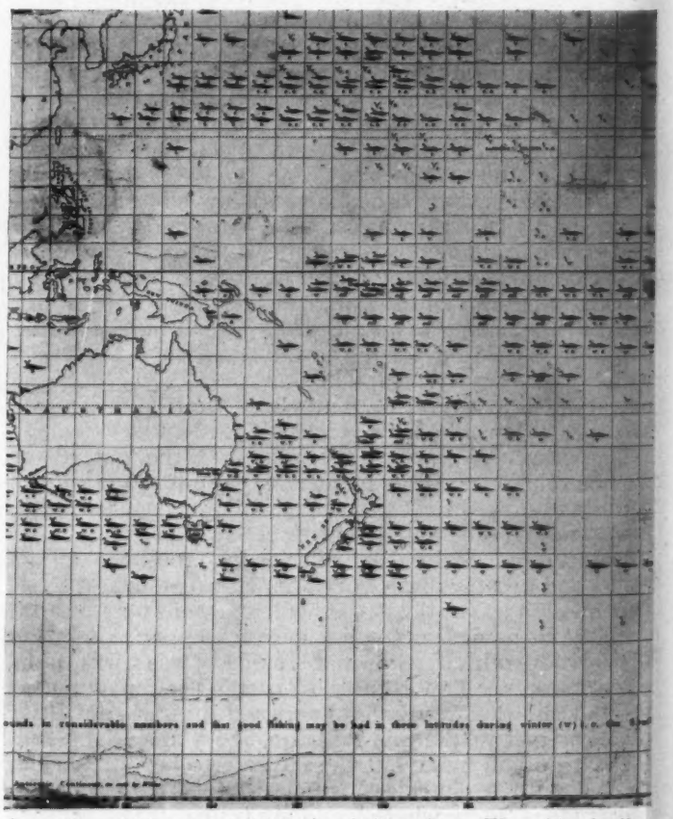
In August of the same year it was written in the log book of the *Independence:* "At 9 P.M. saw a light ahead. Soon after, saw two more. At ten, tacked to the S.S.W. At one A.M., tacked again to the E.N.E. At daylight, saw it to be a small low island six miles long, distant twelve miles. Went within seven miles of it. Two canoes came off with a few cocoanuts. Having one native on board whom we brought from Rarotonga as an interpreter, who formerly belonged to one of the islands about here and who can understand the language, we learned that they had never seen a ship before. The island is not laid down on the books or charts, so we call it a new discovery. Lat. 7°-25′ South; Long. 178°-47′ East."

A large number of similar cases could be cited, but we shall limit ourselves to a few. The following extracts were written on board the ship *Champion*, of New Bedford, in 1848, while the vessel was in the Japan Sea.

"Saturday the 26th of May. . . . Heading to the S.S.W. Nearest land bearing E.S.E., 25 miles distant. Cape Nankaba bearing S. by E., 40 miles distant. Rocks, S. by W., not on the chart, 25 miles. . . .

"Monday the 29th of May. . . . Steering for Sado Island, not to be found as marked on the charts."

Again, in the log book of the same ship, we find a pass-

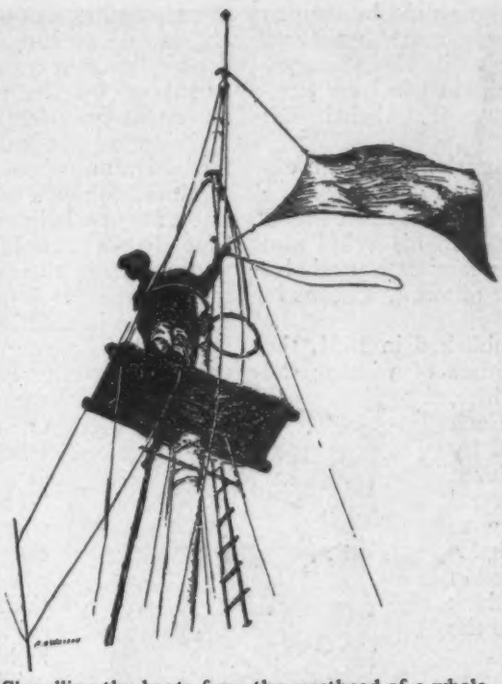


A portion of Lieutenant Maury's whaling chart. The white bodies represent sperm whales, the black bodies bone whales.

age in which there is a touch, either of humor or disgust: "Sunday, April 9th. . . . We passed directly over Massachusetts Island as marked on the chart, which does not exist thereabouts. Lat. 22°-34′ North; Long. 176°-45′ East."

On flyleaves of log books and journals, too, we find records of errors and omissions on charts, such as this one, written by the captain of the ship *Good Return* in the '40's: "A dangerous reef was discovered by Captain Taber commanding the Ship *Maria Theresa*, on the 16th of November, 1843. Lat. 37°-00′ South; Long. 151°-13′ West. Capt. Taber does not find it laid down on any charts that he has fallen in with since the discovery. (Signed) John Swift, Jr."

Between the lines of such a memorandum, we can see the two captains, Taber and Swift, comparing notes somewhere on the high seas, advising each other as to the unexpected dangers they had met and were liable to meet in their searchings after whales. And we can see, too, Captain Swift reporting the news to his friends at home, as a warning to captains outward bound, and it must be borne in mind that the memorandum quoted is but one of hundreds of such items of geography which were passed along from ship to ship, and from captain to captain. Indeed, charts were of little value to the master who did not know how to discount them and to check up on them with advices from his brothers in the business who had searched distant waters before him.



Signalling the boats from the masthead of a whaleship. Drawing by the author.

The *Friend*, a publication of Honolulu, contained in the '40's many items like the following:

"Fanning's Island. The harbor of Fanning's Island lies in Lat. 3°-49′ North and Long. 159°-20′ West. Approach the island from the east, and sail round the south side. There is no such island in this vicinity as is laid down on the charts as American Island.

"Christmas Island. The harbor which is under the lee of the N.W. point of the island is in Lat. 1°-58′ North; Long. 157°-30′ West. The east point of the island lies about 45 to 50 miles eastward of the anchorage, and vessels in approaching cannot be too careful of the point, as it is here that nearly all the wrecks occur. The island is not more than eight feet in height and cannot be seen more than seven or eight miles off."

Nearly every captain, in the days of incomplete charts, would bring home information of this nature, and, along with the written memoranda, they would often draw little charts of their own. Frequently, too, they would make sketches of islands and harbors, as observed from a certain point of the compass and at a certain distance. Sailing directions for entering harbors, learned from natives or from bold experimenting, would also be added.

In a journal kept on the schooner *Emeline*, we find the following interesting passage under the date of December 7, 1843: "At half past six made Seal or Penguin Island, bearing S.E. by compass about eight miles distant. About eight made Pig Island bearing N.N.E. by compass, distant seven miles. Longitude by chronometer, 51°-04′ East. The longitude of Seal or Penguin Island is 50°-14′ East. The longitude of Pig Island is 50°-00′ East, making our chronometer about 51 miles to the eastward of all her corrections, a pretty instrument truly to run by around the Crozettes, almost eternally enveloped in a dense fog. At half past eight Penguin Island bears due South by compass, and Pig Island N. by E. Strong breezes and tremendous snow squalls from W.N.W. At half past ten was astounded by the cry of 'Breakers close on board, a little on the lee bow.' They appeared to be either one or two sunken rocks or a small reef, over which the sea was breaking. Took in mainsail and put her about immediately having had a very narrow escape, the sea running very high. We would have been on them in five minutes, had they not been fortunately discovered at the instant. Pig Island bears from this reef N. by W. ¼ W., about five miles distant. This is a most dangerous spot, as it is so far from the main, and nearly midway between the islands, and when the sea runs high it is almost impossible to discover them until you are right upon them."

The narrow escape of the *Emeline* shows vividly one kind of danger that whaling vessels were constantly running in the daily routine of their business. For the whaler had no hard-set course to travel. The energetic trout fisherman wades up streams that he knows nothing about but hopes to learn a great deal of. The bird hunter, if he be a true sportsman, likes nothing better than to tramp through woods and across moors new to him. And so with the whaleman, who tried to get the jump on his rivals by daring voyages to little-known waters. The frequent inaccuracy of his instruments, as suggested by the quotation from the *Emeline's* journal, simply added to the confusion caused by poor charts, and it is to be wondered that more ships than we have record of did not founder on such reefs as the one on which the *Emeline* so nearly met her doom.

As may well be imagined, these little bits of information continually being gathered by whalemen would have formed an impressive mass of data if collected and compiled. The many chart corrections and locations of new islands would have been invaluable to any comprehensive work on the ocean. And, indeed, to some extent, such an outcome was realized. It happened that the peak of the whaling industry was in the 1840's, and it was during that decade that Matthew F. Maury was developing his important work on *Winds and Currents*. The famous hydrographer fully appreciated the assistance that the whalemen were particularly fitted to render him, and he was earnest and thorough in taking advantage of it. When one remembers that in 1846, more than 700 whaling vessels were registered in United States ports, one can understand that Lieutenant Maury would have been unwise indeed not to have availed himself of their aid.

Hence, in the name and pay of the government, men associated with Lieutenant Maury's office visited the whaling ports, where they interviewed captains and shipowners. Copyists in his charge made résumés of log books. And when these sources were bringing him in a wealth of material, he conceived the idea of returning the favor and, at the same time, of doing a great service to the whaling industry. He had meditated, perhaps, over the method (sometimes, apparently, a lack of method) which the sea hunters used in finding their whaling grounds. He thought to make the voyages of whaling dependent on an elabo-

rate system by which whaling captains would be sure to find whales with a minimum of energy, and danger and wasted time. In short, he was going to be the efficiency expert of an industry which had flourished in New England since Pilgrim days and which was just then in full bloom.

Lieutenant Maury's mass of information from authentic sources led him to believe that he had discovered the secrets of whaling grounds, and that he could make broad generalizations. He had charts made, in his Wind and Current series, graphically showing how many whales could be found in different places at different seasons of the year.

On one of these world charts, published in 1851, the oceans are sprinkled with little figures of whales; the bodies of the sperm whales are white, those of the bone whales, black. Each square of the ocean surface marked by the meridians and parallels is considered as a unit. If a square contains several white whale-bodies, then, according to Lieutenant Maury's data, sperm whales are abundant during the seasons noted in the square. If a square is filled with black bodies, the same is true in regard to the bone whales.

On another chart published by the government under Lieutenant Maury's direction, the squares on the ocean surface are each treated as a separate chart, each having verticals to denote the twelve months of the year, and horizontals to designate numbers of days up to 300. In each of these squares curves are plotted, one curve standing for the number of days during which, according to the records found, whales were hunted during each of the various months. Another curve stands for the number of days on record during which sperm whales were observed, and a third curve for the days during which bone whales were seen.

Thus an elaborate system was given, which the famous hydrographer hoped would stimulate and bring economy of time to the American whaling industry, through the government's bounty, to the captains of the fleet. A captain, upon leaving his home-port, would merely have to examine the chart; he would decide upon some whaling ground that should be prolific when he could conveniently arrive to fill his ship, and all delay, all doubt, all "trust-to-luck" wandering would disappear from the enterprise. And this recommendation for the Maury charts sounded reasonable to all who were not initiated into the art of whaling. Unfortunately, however, the dreams of the man of science did not coincide with the practical needs of the man of the sea.

Figure of a ship captain "shooting the sun," which formerly stood at the entrance of a nautical instrument store in New Bedford.

The whaling captain was not of the type to which the Maury charts, or any other scientific or systematic or "practical" device would appeal. He had plenty of ways, in his estimation, to find good whaling grounds. Experience alone was nearly sufficient for his needs. And then he would compare notes with other captains and keep his ears open while on shore between voyages. Then, too, he had recourse to the "gam," that congenial institution which was one of the few treats in a whaleman's life. A gam was a meeting between two vessels on the high seas. Merchant ships had no time to stop when passing — it was "only a signal shown" with them. But two whale ships, coming across each other, would approach, lay aback, and exchange visits. On such occasions there was good fellowship aplenty on deck, but the two captains would sit by the cabin table, freely exchanging news about the prevalence of whales in the neighboring seas, if they were not jealously inclined, or trying to worm information out of each other, if they were.

Thus from experience and habit, the whaling captains knew about whaling grounds in general, and from the talk that always passed from one ship to another in the fleet and also from their own personal explorings, they found more particular information about their quarry. There were times in the history of whaling when the discovery of a new whaling ground would draw a large part of the fleet thither to create havoc among the schools of whales, which at first seemed inexhaustible. At one time the waters around the Galapagos Islands, which lie on the Equator ten degrees west of Ecuador, were popular. "This is the greatest place for sperm whales in the world," wrote one whaleman of 1853 in his journal, "and there is more oil taken around the Galapagos than all the rest of the world. There are sometimes 25 sails in one glance here, all looking for whales."

The so-called Off-Shore Grounds, some twenty degrees west of the Galapagos, were, after their discovery in 1818, as madly sought by whalers as were the California gold fields by the Forty-niners. The waters off the coast of Japan at one time were exceedingly popular. The Kodiak Grounds, off the northwestern shore of America, were opened in 1835; some years later, the coast of Kamschatka was a favorite resort; in 1848 an abundance of whales was found in Behring Strait, and during the three years immediately following this discovery, 250 ships found their cargoes in these icy haunts. During the last part of the nineteenth century, the balance of whale hunting shifted to the colder parts of the ocean, for then a cargo of whalebone was more desirable than a cargo of oil, and the high latitudes were the places where the bone whales abounded. There were about 40 whaling vessels in the Arctic at the time of the great disaster of 1871, and a fleet of forty vessels was a large group indeed during those declining years of the industry.

These changes in the important whaling grounds were not the results of passing fancies on the part of the whalemen. Certain grounds might be highly profitable for a few years running, and then they would cease to yield an abundant supply of oil, sometimes because the whales, for some unknown reason, had migrated elsewhere, sometimes because the slaughter had nearly wiped out the whales. The discovery of a new ground would draw a great part of the fleet thither, and the presence of too many ships, eager for a share in the spoils, would invoke the old economic law of supply and demand. From these considerations, it will be seen that the charts of Lieutenant Maury did not solve the problems of whaling captains. The data on which they were based represented many years of whale hunting, it is true, but they represented years in which new whaling grounds were being discovered, and old ones endangered by a surfeit of popular-

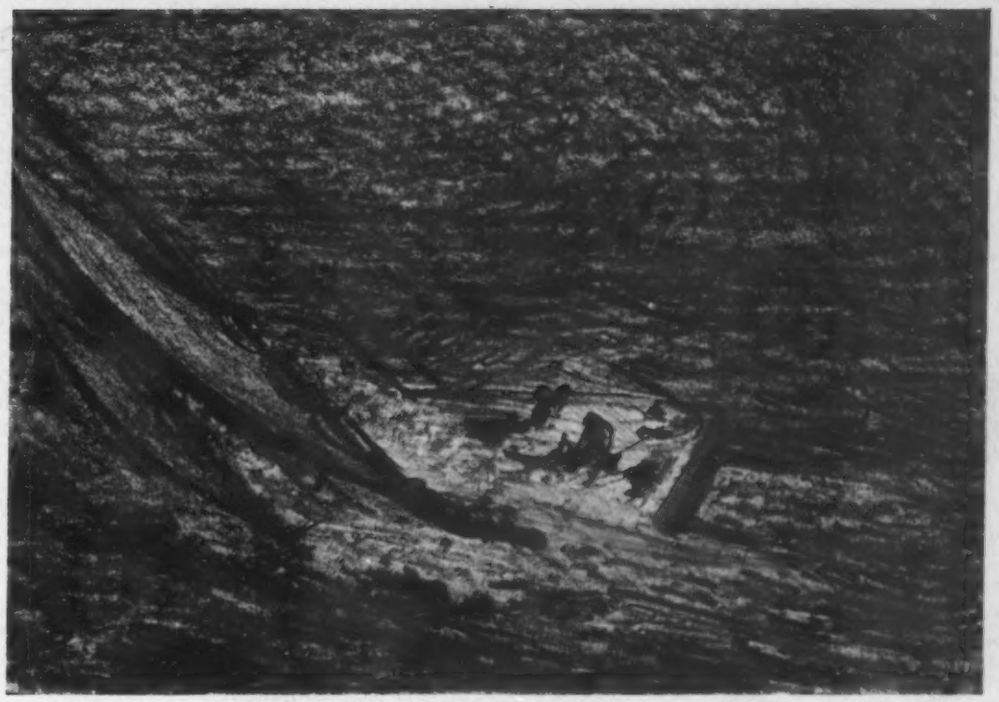
(*Continued on page 88*)

Americans in the Fastnet Race

An Appreciation of What the Crew of the "Primrose" Did Last Season—Who Will Follow Their Lead This Year?

By F. M. GARDINER

Illustration by the Author



"It was a wild night—dark as the mood of Dante's *Inferno*."

LAST summer the *Primrose IV*, a little fifty-foot schooner yacht, sneaked out of the harbor at Newport, headed into the southerly breeze, and disappeared over the horizon. Three weeks and two days later she turned up at Falmouth, England. The newspapers and magazines over here made some noise about all this, but not very much has been said about her performance *on the other side*. You see, our English cousins stage a race over there every summer, from Cowes, out through the English channel, across to the coast of Ireland, around Fastnet Rock, and thence back to Plymouth. Six hundred nautical miles in all. The race last summer is no longer news. It was won by *Ilex*, a British yawl; second, *Primrose IV*, the only American entry in the race.

As I have said, the race is no longer news, but as an inspiration to other American yachtsmen it won't do any harm to tell just what those young fellows on the *Primrose*, all in college or just out of it, with no professional assistance whatever, did over there. To be sure, they didn't win the race. The yacht which did was sailed by a crew of Royal Engineers — you know the song: "Oh, the Engineers, the Engineers, with the mud behind their ears." That's it, only this time it was salt. Apparently they did everything with the *Ilex* except turn somersaults, and as good engineers should, they feared neither God, man, nor Devil, and wound up by beating the *Primrose* by 13 minutes. Hats off to the *Ilex!*

But the point is that the *Primrose* had no business to come in second. Analyzing all the dope, she should have finished about fifth, and if she hadn't been sailed as she was, and if her crew had lacked nerve, that's where she would have finished.

Will Rogers, last summer, entertained nightly audiences in a London playhouse with a line of Texas humor which made those down in front rock in their seats. Of course, Will Rogers has the nerve of a Mussolini and a way with him that can put anything across. Why, he even discoursed on the debt question the night I heard him, and believe me the debt question at that time was nothing for an American to discuss with an Englishman in England — not unless he had reënforcements! But Rogers could insult a deck steward and get away with it. I remember, after carefully explaining that he was in no way to blame for our strained relations, he concluded with this classic: "Why, folks, if I'd had anything to do with it, we wouldn't have lent you the money in the first place!"

Instead of pelting him with its favorite fruit, as I fully expected it to do, the audience roared, and my opinion of the British sense of humor was revamped on the spot. Now, I'm no Will Rogers, so I shall fortify myself in advance by asking that nothing I may say be used against me; and by assuring you that if I speak in praise of the *Primrose IV*, it is not to belittle the other yachts in the race. It may be demanded at this point how anyone who was not in the race can write about it. As to that, if I had been in the race I would have been on the *Primrose*, and modesty would undoubtedly restrain me from telling about her performance. But as one who knows the *Primrose* and her crew probably better than anyone else, and who followed her career in English waters with a close and jealous eye, I feel entirely qualified to speak my piece.

On June 21st last, when *Primrose* started for England, a flock of white wings was on its way to Bermuda in the American ocean race, and it was with longing eyes that the crew of the *Primrose* looked off to the south'ard. It had been a hard decision to forego the Bermuda race and head straight for the other side, but probably a wise one; for of the three American yachts which were expected, first to compete in the Bermuda race, and then to sail to England for the Fastnet event, not one turned up in English waters.

Primrose reached Falmouth in time for a good overhaul before the race, and had a good shakedown cruise from there to Bembridge, where odds and ends were straightened out and a yard and squaresail procured for rolling down the wind. On starting day at Cowes, Skipper Ames, Mate Biddle, Bos'n Bishop, Quartermaster Roby, with two additional members of the crew recruited on the other side, viz., Peter Bathurst and Guthrie Willard, had a tough proposition to face. Except for Bathurst none of them had ever sailed in English waters, much less attempted racing there, and I can assure you that lack of local knowledge of the English channel, its currents,

(*Continued on page 92*)

One Poor, Lone Sailorman

By Elmer Ellsworth Davis

AMONG all the harbors on Long Island Sound, Buzzard's Bay and the adjacent islands, none has for me such charm as landlocked Salt Pond on Block Island. Here crystal clear water, splendid holding ground, — not the least requisite for comfortable anchorage, — bonita, albicore, swordfish, weak and mackerel fishing in season and within easy sail; oysters, clams and scallops of the finest quality; quaint, homely characters to be met among the local lobstermen and fishermen, and above all, that rarity in these days, a spot within easy cruising distance of the smaller yachts, yet at the same time far enough from the larger cities to avoid the crowd, all combine to make this harbor as nearly ideal as the cruiser could reasonably wish. And such sunsets!

Until quite recently it has been the custom of my sailing partner and myself to cruise down this way every year; but no matter where or how far to the eastward we go, nowhere are we so well satisfied and nowhere is there such a sense of peace and contentment as when we drop the hook in the little bight between the steamboat dock and the new pier on the southwest shore of the Pond.

And sometimes things of a slightly humorous nature transpire here.

I remember such an occurrence one July day some three or four years ago. The morning had shown every indication of dirty weather to come and we were perfectly content to "loaf and invite our souls," as we swung to a well-bitten hook. As mid-afternoon approached we were sprawled full length on deck in the shade of the davited boat, at perfect peace with all the world, swapping idle conversation as only two men who have chummed together for years are capable, and watching the infrequent yachts that ran in for shelter from the threatened storm.

All day it had been breezing up from the westward and it was now blowing a yachtsman's gale, interspersed with heavy puffs. Nearly all the sailing yachts came in either reefed or under easy canvas and were apparently well content to be where they had dropped anchor.

As I lay idly watching some gulls quarreling over a piece of flotsam I was startled by an exclamation from my partner.

"Hell's bells! Just look at this coming!"

It was well worth looking at. From where we lay we could see directly down the long narrow entrance to the Pond, some mile or more away. Just straightening out, after passing the beacon on the end of the breakwater, was a sailing vessel of some kind under a press of canvas.

Hurrying back to the wheel I procured the binoculars, the better to distinguish her type and rig. She was bow on, but I could see that she was a schooner yacht, carrying full fore and main and a fisherman's staysail. Forestaysail and jib were down, but she sported one of the largest balloon jibs that it had ever been my luck to see.

As soon as she was through the entrance she bore off a trifle to the northward, headed above the steamboat dock, and I was enabled to observe her to better advantage.

She was a yacht of some 65 feet on deck, of the strictly racing type, narrow and deep, with spoon bow and tremendous overhang aft, and like nearly all racing schooners, oversparred for cruising. She carried a boat on davits on each side, and as far as I could see there were only three men on deck — one at the wheel, one crouched in the weather side of the cockpit and the other aft near the helmsman.

Now she was out from under the shelter of the low hill to the southwest, and such an exhibition of rolling down I have never seen in all my years on and around salt water. One of those puffs would strike her, and down she would heel until the wind blew out over the gaffs, the lee dinghy almost submerged and her decks awash seemingly nearly to the masts. Then she would straighten up and the dinghy would come out into clear view again, throwing water like a cataract.

My partner stood by my side, pop-eyed with amazement. "By the Priest that hammered the tail of the Golden Calf! Did you see that? Give me a chance at those glasses; I'm seeing something that isn't possible and I don't want to miss any of it."

I passed him the binoculars and skipped below after the other pair, but such was the speed with which she was approaching that when I returned I had no need for a glass to see everything.

Just then we saw the man who stood near the helmsman leave the cockpit and slowly crawl along the weather side toward the bow.

"Look at that lubber; look at him!" cried my partner. "I'll bet each one of his toes is sinking half an inch into the solid deck at every step."

Then the voice of the man at the wheel came to us down wind: "Don't you let that sheet go 'til I tell you. Get your hand on it ready when I sing out. *Not that one!* the other one; *the other one*, you gander-legged dressmaker! Can't you tell a sheet from a downhaul?"

"Deer Island man," quoth my chum. "You can tell that twang as far as you can hear it."

She shot past like an arrow from a bow, then: "Let go!" The balloon jib flew out, down went the wheel, she spun around like a top and, merely stopping to steady her in the wind's eye, the man at the helm ran forward, throwing off the balloon halliard on the way; cast off the anchor lashing, tipped the hook over the side, slipped the shank painter as soon as her way was stopped, then jumped for the brake.

I surely thought she would capsize before she settled back on her cable, but by some miracle she stayed right side up. In the meantime the balloon jib had come down, completely burying the man who had cast off the sheet; in fact I have never seen a man under so much canvas, before nor since. But that helmsman certainly was a wonder. How one man could handle so much canvas all alone in so short a time was beyond my comprehension.

Paying no attention to the man under the sail he had that fisherman's staysail down on deck and the foresail down with a stop about it before the anchor was fairly settled in place. Jumping aft he scandalized the mainsail, then came in on the sheet until the boom was amidships and let it flop while he went forward and proceeded to dig the other fellow out from under the mound of canvas.

His resurrection showed the latter to be a young chap in a natty yachting suit, who made a bee line for the cockpit, gathered up the third man, who still sat in the corner like a toad in a well, and assisted him below, while the helmsman proceeded to snug down.

"Holy St. Patrick!" exclaimed my chum as he dropped to the deck. "Now I can die happy. Now I know just how large a schooner one man can handle alone in a breeze of wind. And I also know why he did it. He is the only sailorman aboard and he couldn't leave the wheel to take any canvas off her."

Soon, apparently in answer to a hail from below, the lone sailor stopped his work of snugging down, got the

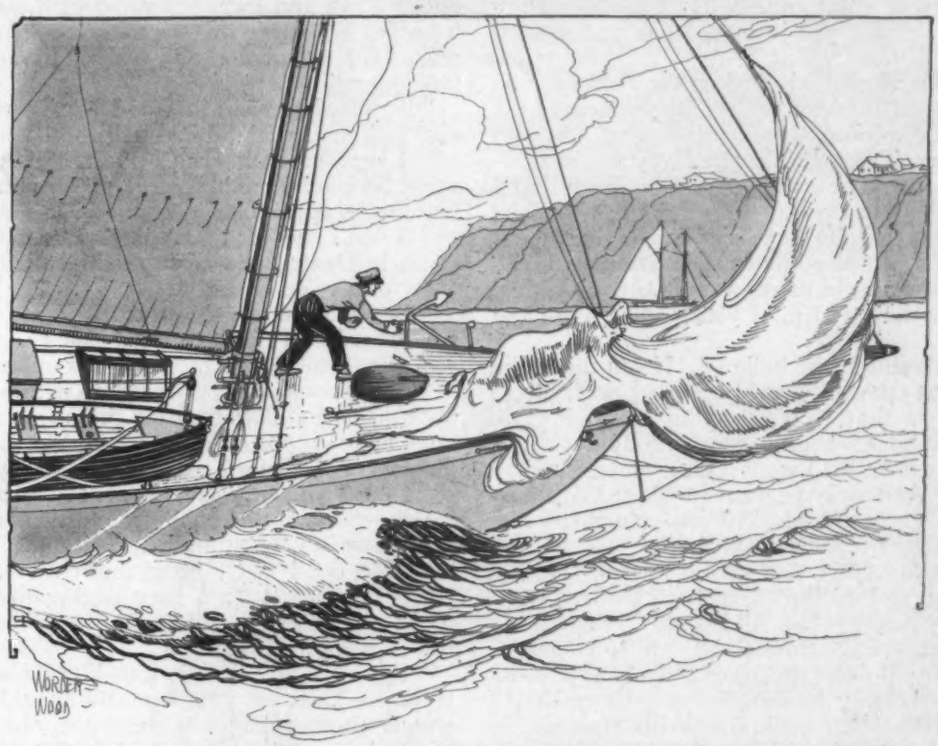
boarding ladder over, lowered both dinghies and, after bailing out the port one, brought them to the gangway.

Then the ship's company commenced pouring out on deck. Two women, one elderly and one young, two young men beside the one who had been lost in the depths of the balloon jib, and last of all a grossly fat man of middle age. My, oh my! but he *was* fat! All hands waited until the man-mountain had gingerly boarded one of the dinghies, then one of the women and two men got in and rowed toward the steamboat dock. The rest of the party clambered into the other boat and the sailor, with short, quick fisherman strokes, soon landed them with their companions.

Waiting until they were out of sight up the road, he then got aboard one of the dinghies and made a course straight for our schooner. As he drew alongside he drawled with a friendly grin: "Say, yours seems to be the only deep water schooner in the harbor. Have you got an extra 7/16" or 3/8" shackle you can let me have? I carried away a backstay and there ain't a single spare fitting aboard that floatin' fiddle box."

As we always carry enough spare fittings to entirely re-rig the whole schooner if necessary, we invited him aboard to make his own choice; brought out the tall bottle and the short glasses, and bade him take a seat under the awning and rest a moment after his strenuous labors.

He gratefully dropped into an easy chair, lit the cigar which my partner handed him, and drew a long, deep sigh of relief.



"The ballooner had come down, completely burying the man who had cast off the sheet."

"Holy Sailor! If this ain't been a day! I don't want you fellers to think I make such a cussed fool of myself every day, but I certainly did get ketched good and proper this time, and it wasn't all my fault neither."

We both complimented him upon his seamanship in handling so large a boat single-handed under such a handicap, and intimated that should he be so inclined, we would be pleased to know the underlying reason for his predicament.

"Sure, I'll tell you all about it. Perhaps it'll relieve my feelings a little. I'm a State o' Maine man myself, although you wouldn't think it from my talk, being I've been away from Deer Island so much, yachting mostly. Well, last spring I begun looking around for a berth for the season and I run across this fat man and made a deal to go over to Greenport the first of July and put this schooner into commission. Said I wouldn't need only one man as cook, for while he wasn't much of a yachtsman himself, he had made arrangements to have some young friends of his who had done plenty of it, accompany us and help work the yacht.

"It didn't sound any too good to me, because I've seen that thing tried out quite a number of times in years past, and I never found but a mighty few that was worth a tinker's cuss in a pinch. But I needed some money bad, and he was willing to pay well, so I took him up. But I insisted on hiring my own cook and got Jim Hacket, a fellow from down home who is not only a good cook but a darned good sailor as well.

"We come over to Greenport a week ago today, and when I see the schooner I was all ready to turn around and go home again. If I hadn't needed money so bad I'd done it, too. Not that she ain't a good boat for what she was built for, but that was racing and not cruising short-handed.

"Well, I got a wire yesterday that they would be down on an early train today and for us to be all ready to start for Newport as soon as they got in. The schooner was to a mooring about 200 yards out in the stream, so when I heard the train come in I sent Jim over in the dinghy after them, not expecting more than three at most. But when I see all six of them lined upon the float, and one of them pretty near a boatload himself, I wished I'd taken the other dinghy and gone with him.

"Too late then, though, so I stood and watched. Guess the old feller is cock of the walk all right, for they all stood back and waited for him to get aboard first. And he done it—or tried to. Goshfry Peters! I never see anything like it in all my born days. That man never was in a small boat before in his life and didn't know the first thing about one. He just simply stepped right off the float onto the gun'el of the dinghy as if she was a five-masted schooner! I never did see a man bore so big a hole in the water before. Being as he was on the inside, he grabbed the edge of the float and didn't go clean under; but Jim was took so all unawares that he went overboard same as a frog goes off a lily pad. I'll bet he went down so deep he could taste the mud, and when he come to the top he was spoutin' salt water and cuss words about equal. And mad! don't you talk!

"No sooner had the two of them crawled out onto the float than the fat feller jumped Jim for letting the dinghy capsize.

"'Why didn't you hold it steady when I started to get in?' he asked.

"Now Jim is a pretty cool-headed sort of a chap anyway, and he probably remembered what the Good Book says about a soft answer turnin' away wrath; for all he said was: 'Why in H—— didn't you step in the bottom of the dinghy, instead of the gun'el, like a damn fool?'

"Long before this I had the dinghy over and was half

way to them, so we soon got all hands aboard and the dinghies davited and griped.

"While Jim and the fat feller was below getting on dry duds, I got the foresail up — the main was already h'isted — and as soon as Jim come on deck I had him slip the mooring, give her the jib and away we went past the end of the breakwater and out of the harbor.

"'Twas ebb tide and a light wind aft, and as I wanted to help Jim set the light sails I asked the young fellers if any of them could steer. Two of 'em said no and one of 'em yes; so I give him the wheel and the course and went for'ard. We set the balloon and the fisherman's stays'l and commenced coiling down: me for'ard and Jim aft at the main sheet.

"I noticed the schooner straightening up, but thought it was the breeze slacking off, until I happened to look up and see the feller to the wheel gawping off down towards Plum Gut and the schooner falling off the wind as fast as she could go. She was jibing over before I could get my mouth open, but I give a yell just the same and started aft on the gallop.

"The feller to the wheel ducked when she went over, so all he lost was his cap; but poor Jim couldn't get out of the way. He was back to, and the boom caught him and heaved him ten foot. The spray flew half way to the masthead when he struck and he was gone down so long that I thought he was killed; but pretty soon he come up a long way off, and I see that he had been swimming under water. Probably the belt he got from the boom give him a good start and he thought he might as well keep on going.

"'Tread water a minute, Jim,' I yells, 'and I'll luff and pick ye up.'

"'Luff and be damned!' he hollered. 'If you think I'm coming aboard that cussed floatin' pig trough with such a gang of milliners as that, you're awfully mistook. Two duckings in half an hour is enough for anybody but a hog. If I'm going to be drownded I want it done all to once and not by piecemeal.' And away he went for shore like a dogfish. Acted as though he was afraid I was going after him and gaff him over the rail with a boat hook.

"Now I *was* in a pretty fix. As I said, it was ebb tide and the wind still light, so I couldn't beat back to Greenport, and there isn't any motor in her. All I could do was to keep on and trust to luck to come through all right somehow.

"The fat man and the rest sputtered considerable about Jim's leaving us the way he did, but way down deep I had a sneaking wish that I could follow his example. As it was, all I could do was to stick and say nothing.

"Soon as we got out from under the lee of Shelter Island it begun to breeze up and get puffy, and by the time we was abreast the ruined fort I wished I had the light sails off her; but I dasn't trust that feller with the wheel, for he was just as liable to let her come over again as not; and if he done it in one of them puffs something would smash, and like enough take the sticks out of her. So I said my prayers to the special little Providence that looks after fools and sailormen, and kept a-going.

"Pretty soon I had something else for amusement. Between the wind and tide it commenced kicking up quite a sea, so by the time we was abreast Cerebus Whistler it was getting pretty hubbly and the people was getting seasick. The fat man was first. He squatted in the corner of the cockpit where you see him when we come in, and never moved again only as he was obliged to. But how he did groan and take on! If there had been a fog I wouldn't needed any horn. I'll bet you could heard him a mile down to loo'ard.

"He didn't seem to get much sympathy from the women folks, for they was beginning to get kinder green around the gills themselves, and in a few minutes one of them clapped a stopper over her mouth and fell below, and the other one close after. Pretty soon the feller that said he could steer concluded that the lobster he had for supper the night before was too ripe or something, and he disappeared below, and then one of the other fellers went down to see how he was — and never come back. But I could hear them all right, the whole of 'em. Only one that wasn't sick was the one that lost himself in the balloon jib. Did you ever see a man pile so much canvas on top of himself? I don't see yet how he done it.

"Well, by this time we was hopping right along; and when the puffs would hit her she'd lay right down and skitter along the surface like a clam shell. Just then a real one struck her. She heeled down 'til her lee dinghy dipped water — she went down a whole lot further later, but that was the first time and it scared me some, for you'll allow, both of you, that when a boat on davits starts scooping water it's time for a man to figger up and see if his life insurance is all paid up and regular. When she started laying down and I was wrestling with the wheel trying to keep her right side up, the older woman sticks her head out of the companion and wails: 'I want to go back to Greenport!'

"I wanted to also; in fact I had been wishing for the past half hour that I'd had half the brains the Almighty give a sea worm and then I'd never left there with such a gang. So I answered: 'So do I, marm; but the wind don't seem to be agreeable.'

"'I don't care for that. I insist that you turn about and go back. Daniel,' she says to the fat man, 'why don't you order him to go back?'

"Daniel didn't say a word. In fact, I don't think he even heard her. All he wanted was a chance to die quick and comfortable and be out of his misery.

"The schooner straightened up with a jerk and spilled about a barrel of water over the cabin roof. I guess she must have slipped off the steps, for she disappeared with a dickens of a clatter and I didn't see any more of her.

"I knew the way she kept breezing up that I'd never make Newport, and that my only chance was to get in here, if we stayed on top long enough. I never was in here but once, but I remembered that the entrance runs a trifle to the south'ard, so I kept edging her up whenever I could get a chance, so I could straighten out a little and run in without jibing over.

"By this time I was working like a whole jazz orchestra trying to keep her straight. You know how quick on the trigger them racing schooners are; not like a fisherman with a long straight keel. And she was laying down something scandalous. Every time she scooped the dinghy full of water I expected it to go smash. And bye and bye it got on my nerves so that when it come out all whole after a dip, I'd swear a blue streak because it wasn't smashed.

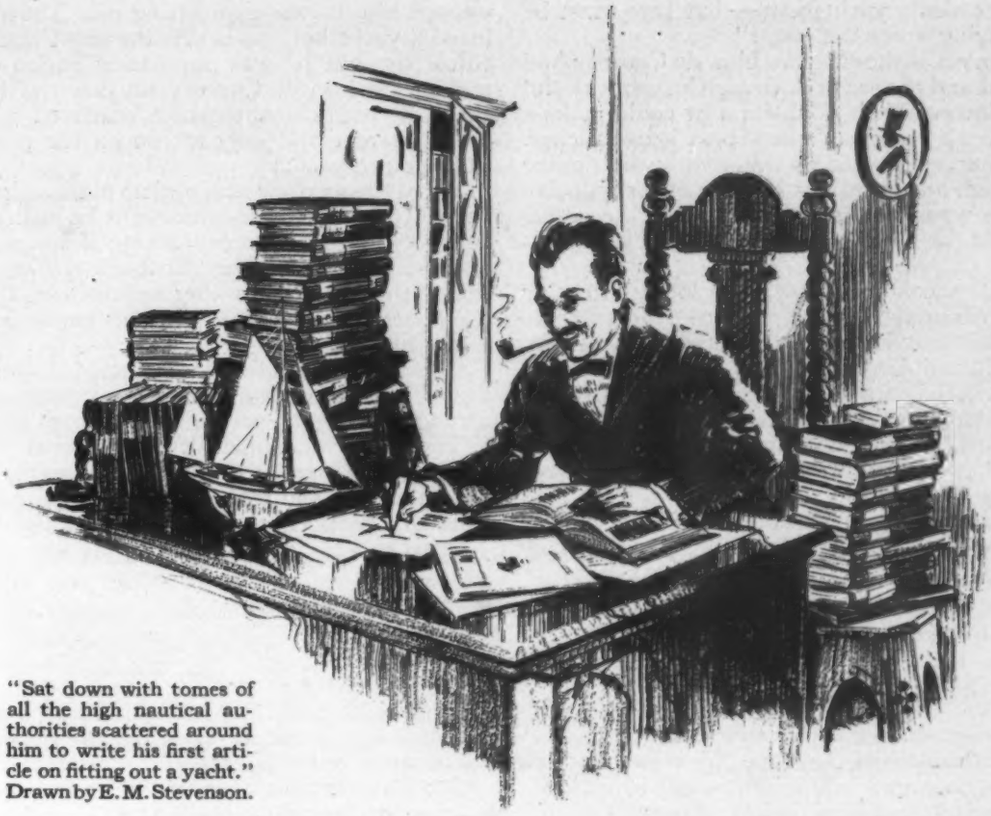
"It was just 200 years from the time we passed Cerebus 'til I picked up the beacon on the end of the breakwater; but when I did and I see I was going to make it all right, I was as tickled as I was the time my old dad capsized in a canoe when he was showing us boys how to stay right side up in it. I only hoped we wouldn't meet a steamer coming out through the entrance, for I didn't know the channel and wanted the middle of it myself.

"Once through the entrance it eased down some because there wasn't any sea to bother; but how I was going to get the balloon off her so I could round up, had me stuck and I said so to the young feller, saying that I guessed I'd have to give her a little helm and have him hold it while I skipped for'ard and loosed the sheet and then jumped back to steady her.

"'Can't I do it?' he asked.

"I was surprised. 'Ain't you scared to go for'ard with her jumping around this way?'

(*Continued on page 90*)



"Sat down with tomes of all the high nautical authorities scattered around him to write his first article on fitting out a yacht." Drawn by E. M. Stevenson.

De Courcey Roebuck Fits Out

By Bartlemy

THE editor of *The Tiller* lay back in his chair with an exclamation of satisfaction.

The office showed no signs of opulent luxury, so it was not his surroundings that warranted his gratification. Rather the reverse. No vista of highly polished desk spread before him; no staff of accomplished and attractive stenographers shared his labors, and it was no luxurious and well-upholstered spring chair that stimulated his expressions of delight.

No, it was a letter, newly opened, whose contents had caused the editor to throw his pen on the table, lean back in a position of imminent peril to the back legs of his chair, and voice his gratification.

"What luck," he cried. "What blooming good luck!"

The letter just read was simple in the extreme, and its contents hardly such as one would suppose capable of exciting joy in an editorial heart. It contained the bare statement that the writer would be pleased to accept the editor's invitation to write a five-thousand-word article for the Fitting Out Number, to be published on the Saturday in Easter week.

To those who, like me, earn a precarious livelihood by their pens, it would seem that it should be the writer who had received the commission who would experience most of what joy was to be extracted from the situation; but then I, and most of those others who are like me, have not tasted great fame. It is hard for us — a great unsung, unheralded brotherhood — to realize that once one has attained fame — especially *great* fame — one does not seek editors: they seek you!

Hereward de Courcey Roebuck was not one of us. He was no ordinary writer. He was greatly famous. His books traveled from one end of the land to the other. They were translated into every known tongue and sold the world over. The name of de Courcey Roebuck was one to conjure with. Magazines vied, one with the other, for the privilege of publishing a short story from his pen, and the evening papers made estimates of his income that read like statements of the National Debt.

That de Courcey Roebuck could pick and choose as to his sources of publication goes without saying. It follows that appeals for contributions from magazine editors usually fell on deaf ears even when accompanied — as they invariably were — with tempting offers of luscious cheques.

It is necessary to state the foregoing in some detail in order that the extraordinary joy — verging upon exaltation — of the editor of *The Tiller* shall be understood.

He had asked de Courcey Roebuck if he would contribute something to his Fitting-Out Number, and de Courcey had agreed. Can one wonder at the editor's elation?

A contribution from such a writer was more than a gilt-edged security. It might be compared with one of those fabulous shares that not only appreciate immensely in capital value but pay incalculable dividends.

The editor pictured the front cover of his Fitting-Out Number: "Fascinating Story by Hereward de Courcey Roebuck!"

That was all. The magic name would do the rest. It would be a bumper number. Circulation would soar. The flickering fortunes of his little journal would be fed with such a flame of fame that they would infallibly revive.

In a very different part of London a similar scene was being enacted in a more luxurious setting.

Hereward de Courcey Roebuck was a very great writer — there could be no doubt of that, for did not his income

prove it? He was also a yachtsman — but here must be added the qualifying words "of sorts!"

Like other famous authors before him, de Courcey had espoused a yacht and the sea and, though he was a skilful and intrepid helmsman, it is doubtful if he could make a long splice, or even a fisherman's-bend on a kedge anchor.

Most of de Courcey Roebuck's ship-fitting and rigging were done for him and, possibly because of his palpable ignorance of the ways of the sea other than the actual sailing of a yacht, he felt highly flattered by *The Tiller's* invitation.

It seems that a comedian has ever longed to play tragedy; a tragedian the clown, and so — although de Courcey's natural bent lay in the direction of cavemen, moonlit nights in the Arabian deserts and incomparable love scenes — it may be understood that he liked to shine as an authority on yachting in all its phases.

It was, perhaps, an excusable mistake that he should have assumed that the magazine desired the 5,000 words in question to be devoted to yachting.

They asked him for a contribution to their Fitting Out Number, and de Courcey not unnaturally thought they wanted him to write on fitting out. That he had never fitted a yacht out was beside the point and so, while the editor thought he was purchasing fiction of circulation making quality, de Courcey sat down with tomes of all the high nautical authorities scattered around him to write his first and only article on the practical side of fitting out a yacht!

When Easter drew near and no manuscript had arrived, the editor — fearful lest he might be losing his rich capture — wrote de Courcey asking if he might have the manuscript. De Courcey Roebuck replied by telephone asking the date of press-day and assuring the editor — to the latter's great relief — that his paper should be in his hands by that day.

Then, when the editor had rejected all and sundry of his regular contributors and it was too late to make any other arrangements, de Courcey's manuscript arrived.

The editor was appalled, heartbroken!

True, de Courcey had been thoroughly sustaining in his article. He had told the neophite quite correctly what nuts on a recalcitrant engine to oil, which to loosen and

(*Continued on page 96*)

**"And when his fellow sailors thrill with sport upon the Sound,
Old Bill yet grooms and tailors, — still he's just a-putterin' 'round."**

Putterin' 'Round

WHEN Spring comes, William Waters' soul
Is filled with great delight;
The yacht-yard is his constant goal
When he's through work each night.

He has a little packet there, —
On her doth fondly dote, —
He can't be happy anywhere
Save working on his boat.

He scrubs and scrapes her with a will,
And putties up the seams;
All through his frame he feels a thrill
When bright the varnish gleams.

He fusses with the sails and spars,
The kicker overhauls,
What proves hard work for many tars
On William never palls.

And when his fellow sailors thrill
With sport upon the Sound,
Old Bill yet grooms and tailors, — still
He's just a-putterin' 'round.

At last he gets her overboard
And takes a sail or two
But finds that still he can afford
A dozen things to do.

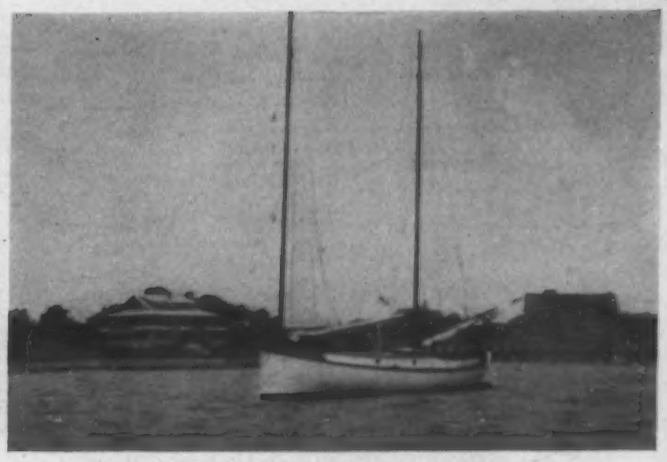
The sail looks woozy at the leach,
The kicker has a cough;
Or he must set her on the beach
And take that rudder off;

The bobstay seems a trifle slack,
The mooring eye's too long,
He sees while on the starboard tack
The water line's all wrong.

And so the whole darn season through,
Bill's happiness is found
By finding things he has to do —
In just a-putterin' 'round.

H. J. Peck.

West Island with her modern jib-headed rig.



As *West Island* appeared under her original rig.

Flapper Clothes on a Crinoline Craft

The Story of a Real American Double-Ender

By W. J. H. Dyer

THE articles relative to the advantages and disadvantages of the shoal draft centerboarder for offshore cruising which have been published in YACHTING from time to time are of great interest to all of us. The "pros" and "cons" have been very edifying, and have carried conviction, since those previously elucidating the subject have been true seafaring yachtsmen whose words, through experience in actual contact with Father Neptune, command respect.

This article is presumptuous in view of my meagre experience. Who am I to venture an opinion when the very names of Fenger, Dingle and Munroe make me tremble in awesome wonder of this knowledge? Well, I'm one of the interested blokes who looked and listened — then compiled the best of my observations into concrete form, resulting in the present *West Island*. Modesty forbids me from saying she is the best coastwise cruiser of her size, but if anyone can show me another boat of equal overall length with greater advantages, I'll look — and listen, too.

We are all pretty well agreed that the jib-headed sail is the most efficient and easiest to handle. Most of us agree that the ketch rig has the greater number of points in its favor, for cruising; but which has won on hull design — the shoal bodied centerboarder, or the deep, outside ballasted keel boat? Personally I'd rather take my chances with the keel boat if I were going out into the great beyond; but for coastwise cruising, ah! That brings us to the point.

Back in the June, 1924, issue of YACHTING "Sam" Wetherill wrote an article on *West Island*, "an old-time model with many interesting features worth studying." By George, they were worth studying, too.

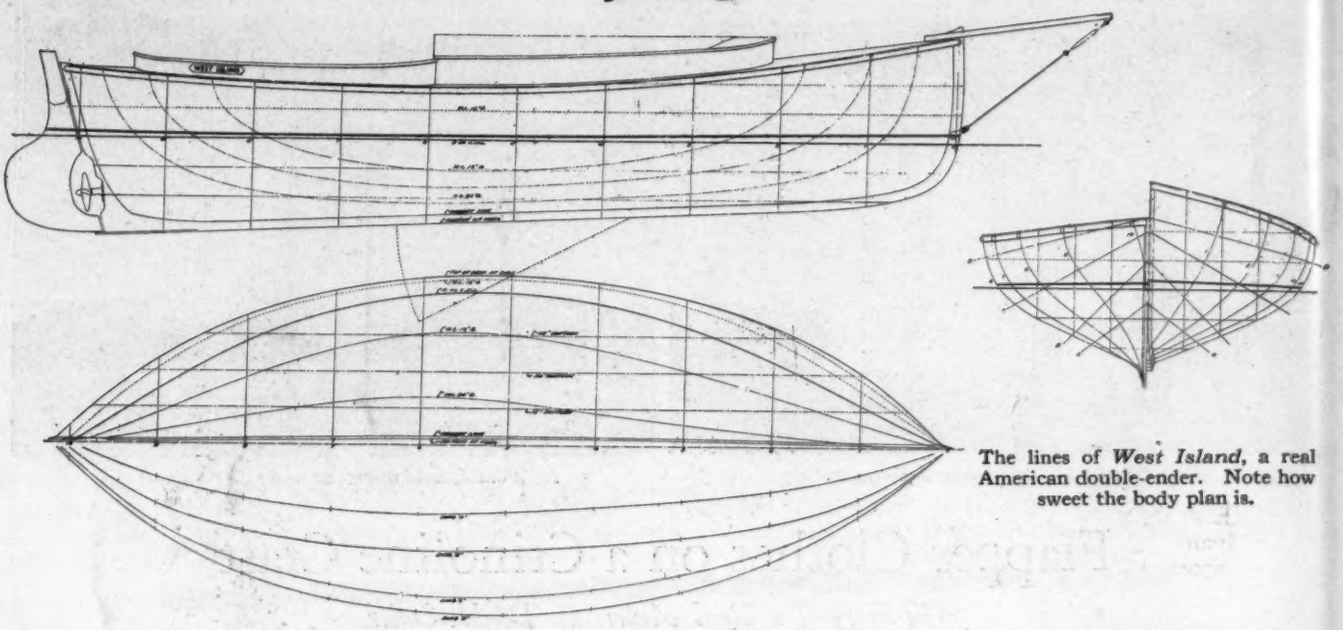
Buying a second-hand boat, provided it is sound, has its advantages. One knows the boat's merits, and its faults can be more easily corrected. The hull of *West Island* was ideal for my requirements; shoal draft, able, dry, and giving a fair turn of speed under proper sail. The proposition facing me was to increase this speed, correct her faulty sail plan, and improve her accommodations.

The first and most important consideration seemed to be the sail plan. I wanted a real "honest-to-God" singlehander that could stand a breeze of wind without reducing sail, yet have proper support for a large area of light sails which would prove beneficial in long distance racing. The conclusion seemed obvious — ketch rig, because of its all-around handiness, more equal division of sail area, all sails inboard, and self-steering qualities; jib-headed sails with the corresponding increased height of masts to carry light sails, and no gaffs to slat about. Balance is the thing that counts! I'll let the other fellow figure centers of effort and lateral resistance, but give me the balance of *West Island*. Actual experience has proved that she will sail equally well under jib and mizzen or mainsail alone, making reefing unnecessary. *West Island* performance is the thing I want to bring to your attention, and performance is created through the combination of hull and rig.

The advantages of the shoal draft centerboarder are many. Who hasn't wanted to "cut corners" at one time or another? A straight line is the shortest distance between two points. Who hasn't seen some mighty attractive inlet, harbor or river that they wanted to investigate in the worst way, but was prevented from doing so by too much draft? How many have had to put to sea to ride out a blow because their boat was too deep to take advantage of some nearby protection? How many have been just holding their own "off the wind" with some keel competitor and suddenly remembered to haul up their board? "What a whale of a difference just a little friction makes!"

Probably the greatest outstanding feature of *West Island* is her self-steering ability. To quote "Sam" in his previous article — "and she was a grand self-steerer. Lash the helm, on any course where both sails would draw, and she would go steadily on about her business regardless of wave conditions." Lash it, h—, say I, leave it alone. Get the wind anywhere forward of the beam, stick her on the course, trim the sails (mind you I say trim, not jockey) and forget she has a tiller. No "Metal Mike," or one of Cap. Dingle's "Manila Mikes" to diddle with. The same goes with the wind dead aft, except in a heavy following or confused sea, which promotes jibing the mizzen continually and gets her off balance while "wing and wing." This self-steering isn't a matter of a few minutes, either. We sailed her from Vineyard Haven to Hyannis last summer without touching the helm, and she'd have continued right on through the Cape if we hadn't finished that last rubber of bridge just in time.

West Island has one of Henry Ford's creations under the cockpit floor, proud of its special marine attachments and



The lines of *West Island*, a real American double-ender. Note how sweet the body plan is.

loyal to the last drop of gas or oil, as the case may be. I've run out of both. It turns a two-blade 20″ wheel having a 12″ pitch. The starter works, and the generator not only supplies enough "juice" for the starter battery but for the cabin lights as well. In justice to the motor I must say that it has functioned even under the most trying conditions, it doesn't throw oil — much — and it pushes the boat along at 7½ miles per hour in moderate weather with very little vibration or odor. The best feature is its compactness, which allows a flush hatch in the cockpit floor and permits the beast to be housed away from everything, particularly the cabin. Then too, if anything does break it's easy to get parts, and nearly everyone knows how to "doctor" a Ford motor when it's attacked with paralysis.

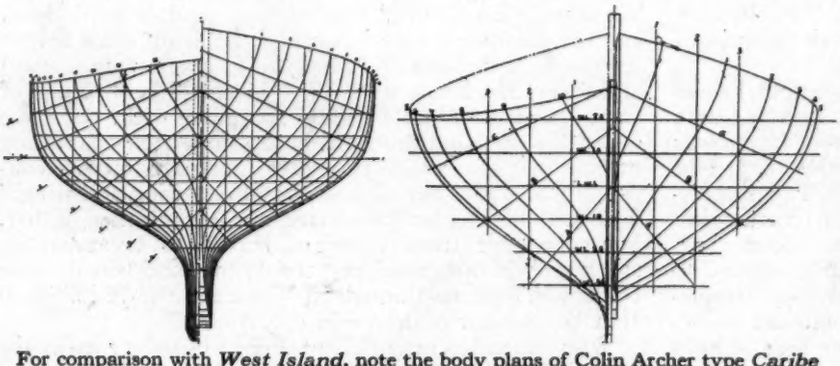
Once the motive question was settled I turned my attention to the cabin accommodations and worked them out under the following slogan: "Comfort for two — possible for four." For two it's bliss (minus full headroom), for four, well, it's not so bad. Someone said, "How are you going to sleep four people on three bunks?" That question is easily answered. Not having the whole summer to myself, when I do have a chance to get off, I want to "go places and see things." This requires a lot of night sailing; one man has to stay on watch even if the boat can sail herself. Q. E. D.

To starboard of the centerboard as one enters the cabin are hooks for wet oilskins — against a clothes press where one can hang (on hangers) six suits of clothes and keep them dry. Next comes a cushioned berth with lockers above for everything but the kitchen stove (and that's to port). Next forward, a real spring built-in berth, thirty inches wide and six feet eight inches long with a reading light overhead and a shelf alongside for "junk." Curtained off over the foot of these forward berths is a shelf running the width of the boat for stowing suitcases, light sails and "duffle." Abaft the port berth, which duplicates that just described, is a cushioned seat with a coal locker under. The medicine locker (it tastes like medicine nowadays) acts as a back rest, container and shelf. The Shipmate takes up the after end of this section and has a wood locker under. Let me say here that charcoal briquettes and a coal stove are a hard combination to beat for real service on a boat. Next comes the sink with plenty of space underneath for pots and pans. A cover fits over the sink, making a good sized dresser, and running water is supplied by gravity from a 20-gallon copper tank strapped to the under side of the deck in the chain locker and filled from the deck. Abaft this is the toilet which may be curtained off from the remainder of the cabin. Last but not least is a real "he-man" refrigerator with room for everything from soup to nuts. The port hatch over the toilet compartment allows ice to be placed in the box directly from the deck.

On the after end of the centerboard box is constructed a built-in radio that can get Chili on cold nights and Newark on hot ones. The aerial consists of one wire from main mast to mizzen above the spring stay, thence down the mizzen into the cabin. Taking her by and large she's very comfortable.

To sum up the merits of *West Island's* design, she is able and as dry in rough weather as they make 'em for her size. A comfortable cabin and large, roomy, water-tight cockpit. A remarkable heavy weather boat, with the easiest motion in a sea that I have ever known. As for speed, now that the kinks have been straightened out, we'll know more about that during the coming season in some of the long distance races. Her faults — slowness in stays, due to her long, sloping keel, and she's a little too full forward to give the best results close hauled in rough weather. Lack of full headroom is a disadvantage, but not a fault. To my mind her one superior is the Dhow presented by Mr. Fenger in the February issue of YACHTING, but with a jib-headed rig.

(*Continued on page 94*)



For comparison with *West Island*, note the body plans of Colin Archer type *Caribe* (left) and *Lena M*, a Block Islander.

The Corinthian Yacht Club, at Essington, Pa., showing part of the club fleet fitting out. The club is giving the New London-Cape May Race, starting June 25th.

The Month in Yachting

Big Entry List for the Cape May Race

JUDGING by the list of entries already received for the ocean race of the Corinthian Yacht Club of Philadelphia, from New London to Cape May, scheduled to start June 25th, the event bids fair to eclipse, in the number of starters, any ocean race of like distance ever sailed. To date, the Ocean Race Committee reports 28 actual entries, with the starting date still two months away.

The course is evidently a popular one with those who like these long races on blue water, being 220 miles in length. The finish will be off the breakwater at Cape May, and after completing the course the yachts will go into the harbor there, where skippers and crews will be entertained by the Corinthian Yacht Club.

The full list of entries to April 10th is as follows, the list including no less than 10 yachts that will fly the burgee of the Corinthian Yacht Club of Philadelphia.

YACHT	*OWNER*	*CLUB*
Quicksilver	W. W. Watson	Corinthian Y. C.
Black Goose	W. F. Downs	Corinthian Y. C.
Sagamore	E. W. Madeira	Corinthian Y. C.
Quita	G. Woodward	Corinthian Y. C.
Savola	W. S. Ellis	Corinthian Y. C.
Tigress	S. P. Curtis	Corinthian Y. C.
Tanya	N. B. Kelly	Corinthian Y. C.
Squaw	A. T. Baker	Corinthian Y. C.
Vega	Nathaniel Hathaway, Jr.	Corinthian Y. C.
Pegeen	W. Logan MacCoy	Corinthian Y. C.
Surprise	T. P. Hammer	Cruising Club of America
Wayfarer II	Lockwood W. Fogg	Philadelphia Y. C.
Katinka	O. C. Schoenwerck	Manhasset Bay Y. C.
Malabar VIII	John G. Alden	Eastern Yacht Club
Harlequin	George Gallowhur	Larchmont Yacht Club
Northern Light	E. P. Bullard, Jr.	Sachem's Head Y. C.
Filatonga	J. Linton Rigg	Larchmont Y. C.
Malabar VII	Clarence Postley	New York Yacht Club
Surprise	Martin Kattenhorn	Cruising Club of America
Windjammer	Edward Crabbe	Tom's River Y. C.
Volante	L. F. Crofoot	New York Yacht Club
Teal	R. Graham Biglow	Indian Harbor Y. C.
Shagwong	Ellery S. James, William M. Carson, James Lloyd Derby	Seawanhaka Corinthian Yacht Club
Sachem	Rowe B. Metcalf	Eastern Yacht Club
Fei Seen	George M. Pulver	Gibson Island Club
Northern Light	George G. Smith, Jr.	Shelter Island Y. C.
Caroline	Roger Young	New York Yacht Club
Butterfly	Stuyvesant Wainwright	Cruising Club of America
Alert	Dudley F. Wolfe	Eastern Yacht Club

Entry blanks may be obtained from the Chairman of the Ocean Race Committee, George Woodward, Jr., or his associates, Archibald DuPont and William M. Darlington, Corinthian Yacht Club, Essington, Pa.

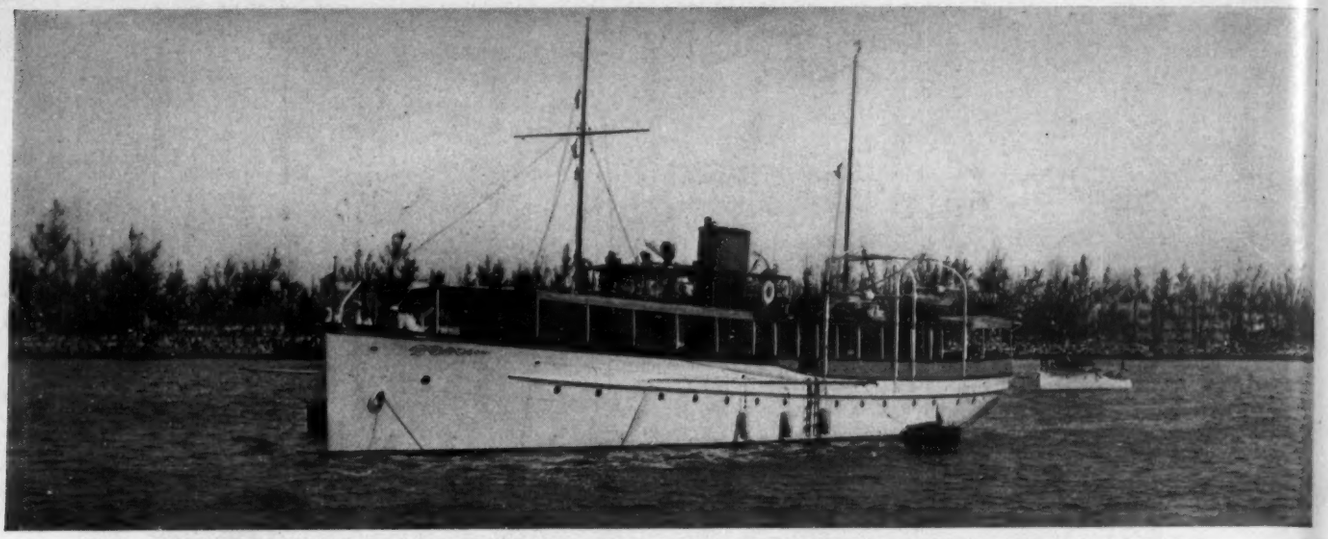
The Cape May-Gibson Island Race

FOLLOWING closely on the New London-Cape May event, the race of the Gibson Island Club will start from Cape May, June 29th, and take the fleet another 270 miles down the coast and up to Gibson Island, on upper Chesapeake Bay, at which point the Gibson Islanders will entertain the yachtsmen. This will also give time for a few days of cruising on the Chesapeake after the finish before coming home through the Delaware and Chesapeake canal.

Many of those who sail in the former event have already entered for the Gibson Island race. The entry list for the race is already a large one. Entries should be sent to A. M. Norris, Chairman Ocean Race Committee, 206 Water St., Baltimore, Md.

The following are the entries received to April 10th:

YACHT	RIG	OWNER
Heart's Desire	Schooner	Guthrie Willard
Harpoon	Schooner	Lawrence M. Bailliere
Malabar VII	Schooner	C. S. Postley
Malabar VIII	Schooner	John G. Alden
Blue Water	Schooner	J. Rulon Miller, Jr.
Windjammer	Schooner	Edward Crabbe
Quita	Schooner	George Woodward, Jr.
Black Goose	Schooner	W. Findley Downs
Teal	Schooner	R. Graham Biglow
Fei Seen	Schooner	G. M. Pulver
Empress	Schooner	Mower & Humphreys
Jolly Roger	Schooner	William MacMillan
Volante	Schooner	L. F. Crofoot
Harlequin	Schooner	George Gallowhur
Nhealie	Yawl	W. B. Mafland
Sachem	Schooner	R. B. Metcalf



Janey III, owned by Walter O. Briggs, of Detroit, was one of the many large power yachts at Miami for the racing.

The New Class R Yacht *Live Yankee*

UNUSUAL interest has been aroused in racing circles over the new Class R yacht being turned out by L. Francis Herreshoff for Charles A. Welch, 2nd, formerly owner of the *Yankee*. The new boat is probably the most radical racing craft yet built under the Universal Rule. She will be named appropriately *Live Yankee*. In telling of some of her novel features, and wherein she differs from the conventional type, Mr. Herreshoff says:

"The rudder is built so that it curves like a fish's tail instead of swinging like a door, as the ordinary rudder does.

"The rig, which is patented, is designed so that the mast and sail, in conjunction, form a continuous streamline; i. e., a horizontal section through them would be the same as the section of an airplane wing.

"There will be no wire backstays, as the mast is held fore-and-aft by a spar where the forestay is in the conventional rig.

"The boat is double-ended, the stern being very similar to the bow, but slightly smaller and shorter.

"The sides are rounded off at the deck to decrease wind resistance when going to windward and to decrease resistance on the leeward side when she is sailing rail under.

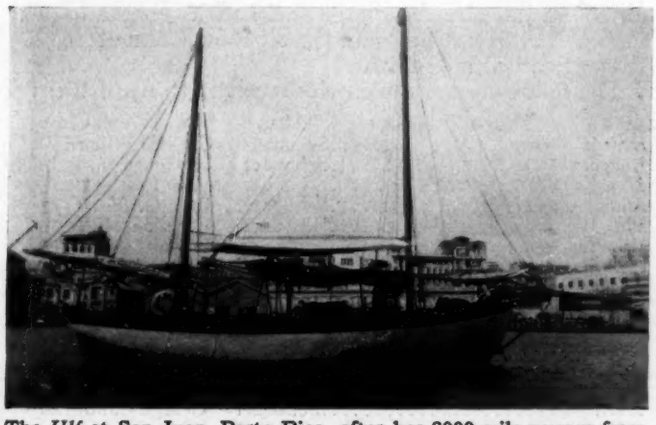
"The new boat's dimensions are 39 feet over all, 26½ feet waterline, 6½ feet beam, 6 feet draft, total weight 12,500 pounds, weight of lead 10,400 pounds and sail area 586 square feet.

"Like *Yankee*, Welch's boat of last season, the new one is of longitudinal web frame construction. Alongside of Britt Brothers, West Lynn, Mass., a 46-foot express cruiser is being built for Mr. Welch, of similar construction but much lighter in frame and planking than the racing sloop. Mr. Welch hopes to demonstrate that this system of construction, criticized by *Yankee's* competitors last year, is stronger than methods now in use."

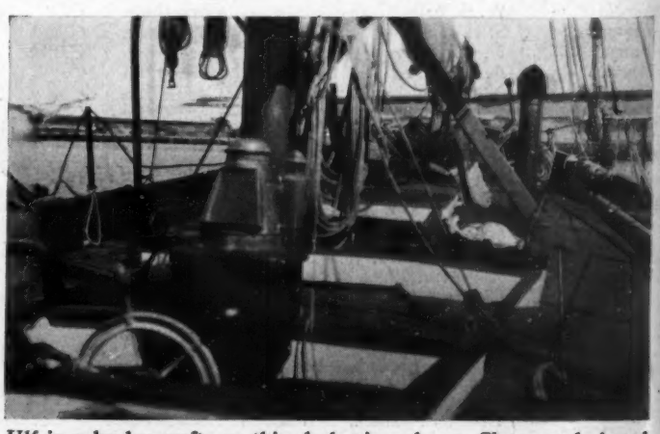
Cuban National Star Championships

THE first annual National Star Championship of Cuba will be held this month at Cienfuegos. The Star Association has sanctioned the event, to be held in May of each year and has awarded the Silver Star, emblem for National Champions, to the winner. Cienfuegos is on the south side of the Island. It has a protected bay and ideal waters for small yachts. The Cienfuegos Yacht Club, in size and beauty, is one of the finest in the world. Cuban Star skippers now have the Mid-Winter Championships, the International Championships to which they send an entry, and their own National Championships. With the eliminations for these events the schedule is a very complete one, and there is now Star racing in Cuba Winter, Spring, Summer, and Fall. The Cuban Star Fleets are probably the only racing classes in the world that can boast of championship racing throughout the entire year.

Only a short time ago the Star Association announced



The *Ulf* at San Juan, Porto Rico, after her 8000-mile voyage from Paraguay. She will, later, cross the Atlantic.



Ulf is a husky craft, as this deck view shows. She was designed and built for long ocean voyages, and is 42 feet over all.

Start of the race for express cruisers at the Miami Regatta. It was won by *W. J. Conners III.*

the development of standardized sets of frames. The Association now is able to announce another achievement. Star members in any part of the world can obtain racing insurance. A special Star policy is being issued by one of the largest and most reliable insurance companies which covers general marine risk and damage to spars, and sails.

A Long Voyage in a Small Ship

INFORMATION of another long voyage in a small boat has reached us, with the arrival in the West Indies last winter of the ketch *Ulf*, owned and built by Captain T. Ericson, of Asuncion, Paraguay. Starting from that port, the *Ulf* sailed down the River Plate to Buenos Aires, thence 1200 miles up the coast to Rio de Janeiro. From here she made Trinidad and other West India islands. On board with the owner are his wife and a friend. They plan to visit the United States this spring and then cross the Western Ocean to Europe.

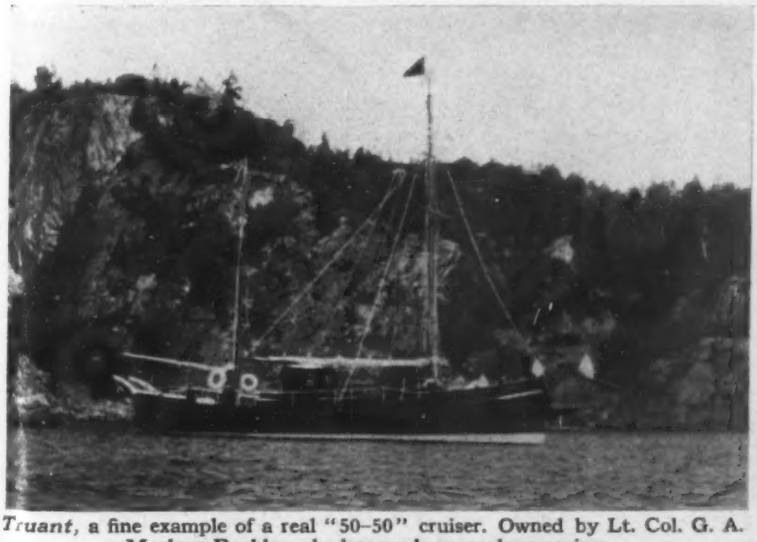
Many Yachts Building in New England

AS an indication of the activity in yachting in New England waters, one has only to look at the new work under construction this winter for 1927 delivery, most of the yachts being built in Eastern yards. The following list, compiled by William U. Swan, contains over 300 yachts, over 20 feet over all length, designed by New England naval architects.

Only those located east of the Connecticut River are included in this list, and no attempt has been made in it to take in the many craft designed by those naval architects in other sections of the country.

JOHN G. ALDEN, BOSTON

O.A. Length	*Type*	*Owner and Port*	*Builder*	*Motor*	*Sailmaker*
89 Ft.	Ketch	H. S. Leyman, Cincinnati..	G. Lawley	Winton	Cousens
73 Ft.	Ketch	R. Saltonstall, Milton.....	G. Lawley	Redwing	Burrows
70 Ft.	Schr.	H. B. Anderson, N. York..	G. Lawley	Redwing	Cousens
70 Ft.	Schr.	C. V. Watson, Lowell.....	Hodgdon	Lathrop	Cousens
65 Ft.	Schr.	..... Providence...	Hodgdon	Kermath	Ratsey
58 Ft.	Schr.	....	Morse	Frisbee	Cousens
58 Ft.	Schr.	....	Morse	Frisbee	Cousens
58 Ft.	Ketch	....	Snow	Lathrop	Cousens
55 Ft.	Ketch	Frank B. Drake, San Fr...	Stone	Scripps	Burrows
54 Ft.	Ketch	L. M. Brooks, Chester, Ct.	Portland Y.Y.	Kermath	Burrows
54 Ft.	Ketch	....	Reed & Cook	Scripps	Burrows
54 Ft.	Schr.	John G. Alden, Malabar 8.	Hodgdon	Scripps	Cousens
54 Ft.	Schr.	R. St. L. Peverly, Eng.....	(In England)	.....	.....
54 Ft.	Schr.	....	Hodgdon	Scripps	Cousens
53 Ft.	Schr.	....	Pendleton	Scripps	Cousens
53 Ft.	Schr.	....	Hodgdon	Scripps	McClellan
53 Ft.	Schr.	....	Hodgdon	Scripps	McClellan
49 Ft.	Ketch	O. G. Wood, Boston.....	Hodgdon	Scripps	Ratsey
46 Ft.	Ketch	Paul Whitin, Northbridge.	Gammage	Scripps	Beckard
44 Ft.	Yawl	F. H. Meyer, S. Francisco.	.....	Emerson	.....
43 Ft.	Schr.	R. W. Everest, N. York...	Britt	Scripps	Ratsey
43 Ft.	Schr.	H. B. Mervin, Bridgeport.	Portland Y.Y.	Scripps	McClellan
43 Ft.	Schr.	....	Gammage	Scripps	McClellan
43 Ft.	Schr.	....	Gammage	Scripps	McClellan
43 Ft.	Schr.	....	Gammage	Scripps	McClellan
35 Ft.	Yawl	F. S. Dellenbaugh, Boston.	Morse	Kermath	McClellan
35 Ft.	Ketch	F. B. Van Dorn, Cleveland	.....	Kermath	Cousens
35 Ft.	Ketch	....	Morse	Kermath	McClellan
35 Ft.	Ketch	....	Morse	Kermath	McClellan
35 Ft.	Ketch	....	Morse	Kermath	McClellan
30 Ft.	Sloop	J. C. Powers, Kenneb'kport	Blaisdell	Kermath	McClellan
30 Ft.	Sloop	E. C. Parsons, Nor'east Hr.	Blaisdell	Kermath	McClellan
30 Ft.	Sloop	E. S. Carhart, New York..	G. Lawley	Kermath	Burrows
30 Ft.	Yawl	J. H. H. Johnson, Edgart'n.	Blaisdell	Kermath	McClellan
30 Ft.	Yawl	Dr. F. W. White, Boston...	Blaisdell	Kermath	McClellan
31 Ft.	Yawl	....	Rice Bros.	Gray	McClellan
26 Ft.	Launch	W. L. Hill, Scranton, Pa...	Black	Scripps	.....
21 Ft.	Launch	Eastern Y.C., Marblehead.	Chaisson	Redwing	.....
29 Ft.	Knebt.	W. L. Pitcher, Marblehead	Graves	.....	Wilson



Truant, a fine example of a real "50–50" cruiser. Owned by Lt. Col. G. A. Maclean Buckley, she has made many long cruises.

Truant under sail. She hails from Shoreham, England, and is 48 feet long, with a draft of 5 ft., 9 ins.

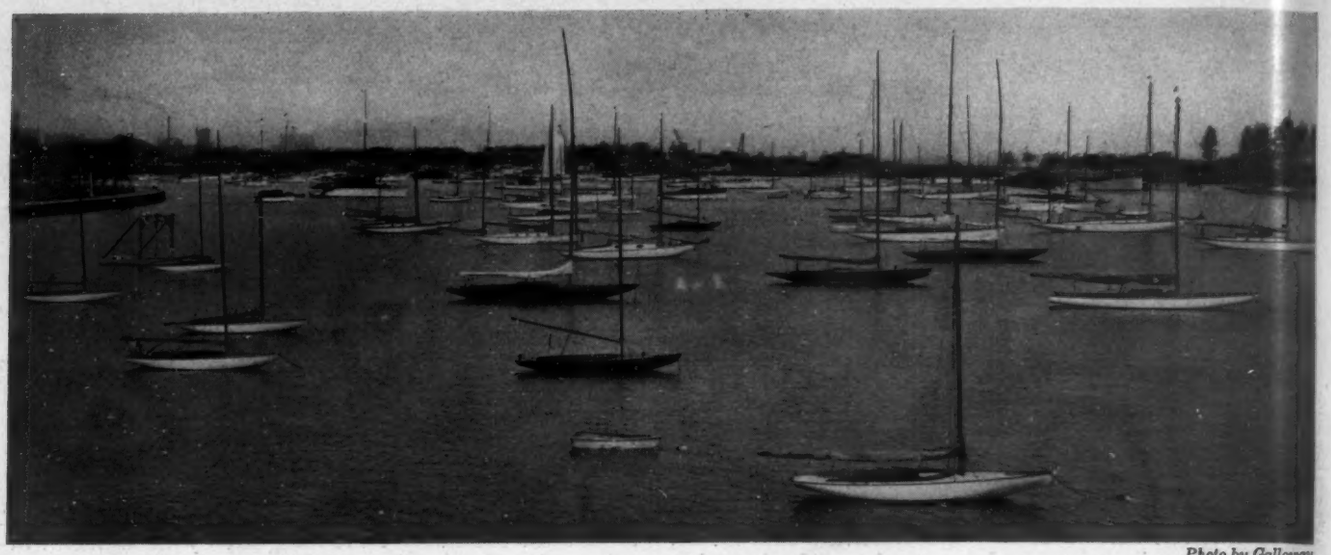


Photo by Galloway

The yacht anchorage of the Chicago Yacht Club, at Belmont Harbor, Chicago. In the fleet are many fine 20-raters that have come from New England.

29 Ft.	Knebt.	S. C. Payson, Marblehead.	Graves	.....	Wilson
29 Ft.	Knebt.	M. Houser, Marblehead...	Graves	.....	Wilson
29 Ft.	Knebt.	R. O. Burton, Marblehead.	Graves	.....	Wilson
29 Ft.	Knebt.	L. A. Kirstein, Marblehead	Graves	.....	Wilson
29 Ft.	Knebt.	L. M. Keeler, Jamestown..	Graves	.....	Ratsey
29 Ft.	Knebt.	F. O. Allen, Jamestown...	Graves	.....	Ratsey
29 Ft.	Knetb.	M. Levey, Jamestown.....	Graves	.....	Ratsey
29 Ft.	Knebt.	W. W. Watson, Jamestown	Graves	.....	Ratsey
29 Ft.	Knebt.	B. C. Hirst, Jr., Jamest'n..	Graves	.....	Ratsey
29 Ft.	Knebt.	....	Graves	.....	Ratsey
39 Ft.	Class R	C. Maitland et al, V'couver	.....	.....	.....
39 Ft.	Class R	W P. Barrows, Rochester.	G. Lawley	.....	Cousens
39 Ft.	Class R	W. C. Warren, Buffalo....	G. Lawley	.....	Burrows
22 Ft.	Knebt.	H. K. Beach, Bridgeport..	Portland Y.Y.	(Outbrd.)	McClellan
22 Ft.	Knebt.	K. W. McNeil, Bridgeport.	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	E. A. Jennongs, Bridgep't.	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	M. Mathisen, Bridgeport..	Portland Y.Y.	(Outbrd.)	McClellan
22 Ft.	Knebt.	D. B. Hawley, Bridgeport.	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	F. L. Mills, Bridgeport....	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	W. M. Bryant, Bridgeport.	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	J. Field, Bridgeport	Portland Y.Y.	Elto	McClellan
22 Ft.	Knebt.	A. H. Canfield, Bridgeport.	Portland Y.Y.	(Outbrd.)	McClellan
22 Ft.	Knebt.	J. Schiott, Bridgeport.....	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	A. Van Schaick, Bridgep't.	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	H. Cole, Bridgeport	Portland Y.Y.	(Outbrd.)	McClellan
22 Ft.	Knebt.	R. H. Williams, Saugatuck.	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	F. T. Bedford, Green's F...	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	W. P. Lawson, Southport..	Portland Y.Y.	Johnson	McClellan
22 Ft.	Knebt.	A. Banshaf, New York....	Portland Y.Y.	.....	McClellan
22 Ft.	Knebt.	B. Riegal, New York.....	Portland Y.Y.	(Outbrd.)	McClellan
22 Ft.	Knebt.	B. Warner, Fairfield	Portland Y.Y.	(Outbrd.)	McClellan
22 Ft.	Knebt.	M. S. Cornell, Jr., Middlet'n	Portland Y.Y.	(Outbrd.)	McClellan
21 Ft.	Knebt.	E. G. Gallagher, Squantum.	Chamberlain	.....	Wilson
21 Ft	Knebt.	H. Allbright, Squantum...	Chamberlain	.....	Wilson
21 Ft.	Knebt.	A. Hayes, Squantum.....	Chamberlain	.....	Wilson
21 Ft	Knebt.	R. Zottili, Squantum.....	Chamberlain	.....	Wilson
21 Ft.	Knebt.	....	Chamberlain	.....	Wilson
21 Ft	Knebt.	....	Chamberlain	.....	Wilson
21 Ft	Knebt.	..... Winthrop.....	Reid	.....	.....

(Eight of the above)

FRANCIS W. BELKNAP, BOSTON

24 Ft.	Launch	New England Maritime Corp., Boothbay Harbor	N. E. M. C.	.....	Scripps

(Ten of the above)

REUBEN BIGELOW, MONUMENT BEACH

32 Ft.	Launch	E. I. Cudahy, Marion	Bigelow	Lathrop	.....
23 Ft.	Sloop	F. T. Meyer, Edgartown..	Bigelow	Van Blerck	Wilson

CAPE COD SHIPBUILDING CO., WAREHAM, MASS.

24 Ft.	Launch	Dr. Joseph Fremstad, Binley, Ida.....	Cape Cod	Universal	.....

CASEY BOAT BUILDING CO., FAIRHAVEN, MASS.

36 Ft.	Ketch	Henry Keidel, Baltimore..	Casey B. B.	Gray	Beckman
34 Ft.	Ketch	Dr. R. A. Van Voart, Cincinnati.....	Casey B. B.	Gray	Beckman
30 Ft.	Ketch	F. S. Pratt, Boston.....	Casey B. B.	Gray	Beckman
30 Ft.	Sloop	George L. Dow, Cambridge	Casey B. B.	Gray	Beckman
28 Ft.	Power	Gerald Boardman, Boston.	Casey B. B.	Kermath	.....
28 Ft.	Power	Manchester Y. C., Manchester, Mass.....	Casey B. B.	Kermath	.....

SAMUEL S. CROCKER, JR., BOSTON

51 Ft.	Ketch	C. P. Archer, Detroit.....	G. Lawley	Kermath	Burrows
43 Ft.	Sloop	James Dean, Boston.....	Gowdy & Stvs.	Scripps	Cousens
40 Ft.	Power	A. E. Gundelace, Chicago..	.....	.....	.....
36 Ft.	Schr.	L. H. Turner, Minot, Mass.	Ellsworth	Kermath	Beckman
34 Ft.	Power	J. P. Sylvester, Brookline..	Hammond	Lathrop	.....
21 Ft.	Yawl	..... Hartford...	.....	.....	.....

CROSBY YACHT BUILDING & STORAGE CO., OSTERVILLE, MASS.

45 Ft.	Schr.	Alexander Smith, Chicago.	Crosby	.....	Beckman
35 Ft.	Yawl	J. V. Eagleston, Centerv'le	Crosby	Van Blerck	Beckman
26 Ft.	Launch	Dr. H. Matthews, Hyannis	Crosby	Van Blerck	Beckman

WIANNO ONE DESIGN—18-FOOTERS

26 Ft.	Knebt.	P. Young, Riverside, Ct...	Crosby	.....	Beckman
26 Ft.	Knebt.	S. B. Sutphin, Ind'apolis..	Crosby	.....	Beckman

CROWNINSHIELD, BURBANK & HOWARD, BOSTON

40 Ft.	Yawl	A. Brackett, Ipswich.....	Ross	Bar Ford	.....
26 Ft.	Dory	John Borden, San Fran....	Stone	.....	.....

J. M. DENSMORE & CO., ATLANTIC, MASS.

68 Ft.	Power	W. W. Wilson, Boston....	Densmore	Sterling	.....
68 Ft.	Power	....	Densmore	Sterling	.....

ELDREDGE-MCINNIS, INC., BOSTON

85 Ft.	Power	B. B. Conrad, Boston.....	G. Lawley	Hall-Scott	.....
68 Ft.	Power	Am.C.& F.Co., Wilmington	Am. C. & F. Co.	Hall-Scott	.....
68 Ft.	Power	Am.C.& F.Co., Wilmington	Am. C. & F. Co.	Hall-Scott	.....
68 Ft.	Power	Am.C.& F.Co., Wilmington	Am. C. & F. Co.	Hall-Scott	.....
60 Ft.	Power	E. A. Bardol, Boston.....	Am. C. & F. Co.	Hall-Scott	.....
56 Ft.	Power	H. E. Noyes, Boston	F. D. Lawley	Hall-Scott	.....
50 Ft.	Power	Am.C.& F.Co., Wilmington	Am. C. & F. Co.	Hall-Scott	.....

(Ten of the above)

43 Ft.	Schr.	Dr. R. Clifford, Brookline.	F. D. Lawley	Scripps	Cousens
41 Ft.	Power	Am.C.& F.Co., Wilmington	Am. C. & F. Co.	Hall-Scott	.....

(Fifteen of the above)

40 Ft.	Power	Gibbs Gas E. Co., J'sonville	Gibbs G. E. Co.	Hall-Scott	.....

(Six of the above)

38 Ft.	Power	Am.C.& F.Co., Wilmington	Am. C. & F. Co.	Hall-Scott	.....

(Ten of the above)

35 Ft.	Power	Am.C.& F.Co., Wilmington	Am. C. & F. Co.	Hall-Scott	.....

(Fifteen of the above)

29 Ft.	Power	L. L. Edgar, Boston.....	Goodhue	Sterling	.....
28 Ft.	Power	Walton Lumber Company, Everett, Washington....	Walton Lumber Co.	Gray	.....

(Twenty-five of the above)

26 Ft.	Power	Richardson Boat Co., No. Tonawanda, N. Y.....	Richardson Boat Co.	Gray	.....

(Thirty of the above)

23 Ft.	Sloop	Henry W. Buhler, Boston..	Chaisson	Lathrop	Un.Saill'd.

GRAY BOAT, THOMASTON

36 Ft.	Power	....	G. B.	Scripps	.....
36 Ft.	Power	....	G. B.	Scripps	.....
36 Ft.	Power	....	G. B.	Scripps	.....
28 Ft.	Power	....	G. B.	Fay & Bowen	.....

WILLIAM H. HAND, JR., NEW BEDFORD, MASS.

170 Ft.	Schr.	R. W. Allen, New York...	James	Winton	Beckman
60 Ft.	Ketch	E. M. Chance, Phila.....	Anderson	Diesel	Beckman
58 Ft.	Power	Cameron&W'rman. Detroit	.....	Sterling	.....
46 Ft.	Ketch	W. H. Hand, Jr., N. B'ford	Hand	Sterling	Beckman
32 Ft.	Power	Yale A. A., New Haven...	Portland Y.Y.	Kermath	.....
32 Ft.	Power	C. B. Alexander, N. Y. ...	Portland Y.Y.	Scripps	.....
24 Ft.	Sloop	J. S. Johnson, Bermuda...	Hand	.....	Beckman

L. FRANCIS HERRESHOFF, MARBLEHEAD, MASS.

47 Ft.	Power	C. A. Welch, 2d, Marbleh'd	Britt	Cross-Kysor	.....
Class R.	Sloop	C. A. Welch, 2d, Marbleh'd	Britt	.....	Ratsey

HERRESHOFF MANUFACTURING CO., BRISTOL, R. I.

38 Ft.	Sloop	W. Barklie Henry, Phila...	H. M. C.	Kermath	.....
38 Ft.	Sloop	....	H. M. C.	.....	.....
27 Ft.	Knebt.	..... Bar Harbor...	H. M. C.	.....	.....
27 Ft.	Knebt.	..... Bar Harbor...	H. M. C.	.....	.....
27 Ft.	Knebt.	..... Bar Harbor...	H. M. C.	.....	.....
27 Ft.	Knebt.	..... Warwick, R. I.	H. M. C.	.....	.....
27 Ft.	Knebt.	..... Warwick, R. I.	H. M. C.	.....	.....
27 Ft.	Knebt.	..... Warwick, R. I.	H. M. C.	.....	.....

In addition to above this company is building from designs by Burgess, Rigg & Morgan, N. Y., the following

112 Ft.	Sloop	Robert E. Tod, New York	.....	.....	Ratsey
80 Ft.	Sloop	Harold S. Vanderbilt, N. Y.	.....	.....	Ratsey
41½ Ft.	Sloop	Elihu Root, Jr., N. Y.	.....	.....	Ratsey

J. F. JAMES & SON, ESSEX, MASS.

84 Ft.	Schr.	Marie Sinclair, Brookline..	James	Lathrop	.....

(*Continued on page 104*)

Some Divergent Racing Tactics

A Short Article Describing Two Skippers' Different Viewpoints of the Racing Game

By F. Slade Dale

IT isn't often that two men succeed in the same sport by following radically different methods; and where they apparently do, a little study will often reveal that their methods are fundamentally the same after all. But there are exceptions, and where such a case is known it is interesting to learn some of the details at first hand.

It was with considerable interest, therefore, that I listened to the conversation of two racing men as they discussed boats and crews and racing topics in general. My interest was particularly keen, as I had raced against both of them myself and was vaguely aware of a vast divergence in their methods, though I had never before stopped to analyze the difference. The fact that both men rate well above the average skipper, and are always amongst the leaders in the point-score at the end of the season, made their conversation the more absorbing. They were wholly unconscious of the wide difference in their natures which was revealed by stray bits of the conversation, but it was apparent to the casual listener.

It was evident that these two men approached a race from entirely different angles; yet the sole objective, to finish in first place, was common to both. The older man — though I don't contend that his age has anything to do with it — was wrapped up in just two things; his boat and the weather. His boat's balance, the set of her jib, the rake of her mast, and a score of little details were all tied up with his judgment of what the next few hours would bring forth in the way of wind and sea. He cared little how much sail or ballast the other boats carried, and he went ahead with his own plans regardless of the actions of his competitors. With the younger chap it was different; a careful tuning up of his boat was never neglected, and the value of an accurate forecast of the wind was appreciated by him, too, but they were secondary to his interest in the tactics of his opponents and to his own maneuvers throughout the race. With him it was always a case of "skipper against skipper," and he was always concerned with the amount of sail the other boats were carrying and with the probable actions of rival helmsmen. With the older man it was simply "my boat against the fleet," and he looked upon the fleet as a composite unit which had to be beaten, and not as a dozen individuals to be outsailed. Such were their viewpoints, and it was remarkable how clearly their dissimilar attitudes were reflected in their tactics on the water — now that I knew where to look for the cause.

The older man always sailed against *time*. He played the wind, the currents, and the sea, even if he had to desert the fleet and sail a leg by himself. "If I sail the course in the shortest possible time I will win the race." That was the one thought behind his movements. And very often he did sail it in the shortest time, and his margin of victory was frequently a matter of minutes. But sometimes he trailed the fleet; that was an inevitable part of the game as he played it. Off by himself it was "whole hog or none" when he met unfavorable conditions, and with firm consistency he would play out his hand to the limit, even at the risk of finishing in last place, rather than compromise and give up what chance there was left of winning.

The younger chap seldom won a race by more than a few seconds. But he won a surprisingly large number of them, and finished well up in the fleet on numerous other occasions. He never went off by himself during a race; he was constantly forcing someone about or giving way himself. I believe he would average two tacks to the other man's one. Occasionally he fouled a competitor — and readily dropped out of the race. He had taken a chance and lost out, and that was all there was to it. He had no fault to find with himself or anyone else, and would take the same chance again in the next race. The older man viewed a foul almost with repulsion; it spoiled his whole day, and he never became involved in a close struggle for position if he could avoid it. The younger man's only thought was: "If I get in front and stay in front I will win the race no matter what the sailing time may be." Puffs of wind, tides and eddies, all meant something to him, too; he was as awake to their possibilities as the other man, and he used them whenever he could — but never at the cost of sacrificing his position relative to the fleet or with respect to his most dangerous opponent.

The older man was steady and consistent, always pushing his boat to the limit in his everlasting struggle against time. Ahead or behind, he sailed the same race. The younger man was outwardly erratic, tacking unexpectedly and indulging in strange maneuvers which bewildered all the spectators, and were seldom understood even by other skippers in the race. He made frequent "mistakes" which were remarked upon by the knowing spectators; yet those same mistakes with but a second's more time or a slight puff of wind at a critical moment were as often the "master strokes" which the same spectators admired. The older man was known as a clever judge of weather conditions, and he was. When he lost out, the reasons were usually obvious; everyone could see that he had not found the wind where he thought it would be, or perhaps in getting the wind he had bucked an unfavorable current. The younger man's actions were governed by little obscurities which few but himself could appreciate, and his errors of judgment were sometimes laid to his being erratic, yet it is doubtful if he was any less consistent in following his method than was the older man in his.

It is obvious that the success of each is due to the skill with which he has developed his particular system, rather than to the merits of the systems as such. A mediocre skipper would fail regardless of how consistently he followed out either plan. Likewise it is obvious that on many occasions the two methods cross paths. Sometimes a number of boats choose the same course that the older man has laid out for himself, and in that case he must of necessity practice some of the younger man's strategies. Similarly, the younger man cannot cover two parts of the fleet in the event of a split, and he then has to consider which of the possibilities will get him around the course in the fastest time. Each man is adept enough at the other's game, but given any freedom of choice each follows the method which in the gradual course of time has come to make the stronger appeal to his own nature. The remarkable part of it all is that the results have been the same in each case, and just as successful as the efforts of other good skippers who, so far as I know, have no such singleness of purpose as either of these two men.

If there are some who think that in the younger skipper

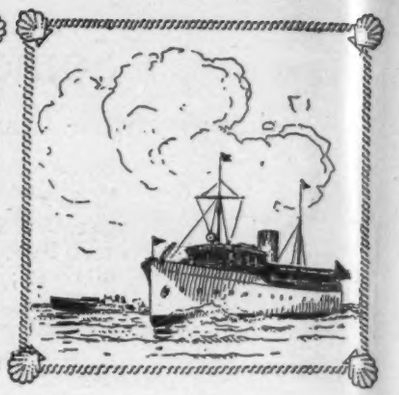
(*Continued on page 88*)

Yachting

HERBERT L. STONE
Editor

SAMUEL WETHERILL
Associate Editor

EARLE D. GRIMM
Publisher



Editorial

The Season's Outlook

LESS than a month, now, to opening day, when there will start what gives promise of being the most active and interesting season we have ever had in American waters — active because of the unusual number of events already scheduled, including several international affairs, and interesting by reason of the many new racing yachts and classes that will make their bow this year and bid for popularity. The season ahead of us will see, also, the first real test of the American (Universal) and the International Rules in our waters and should give some line for a basis of comparison, under conditions here, between yachts built to the two rules. This in itself will be most worth while.

For the first time in many years two large sloops are being built, both at the same yard, one a 75-footer for Robert E. Tod, built to the International Rule, and the other a Class M yacht for former Commodore Harold S. Vanderbilt, the first "class" sloop above the Q's to be built to the rule in many, many years. When these two craft "hook-up" in some of the squadron runs and races of the New York Yacht Club, we shall see what we shall see. The new yacht will race against the Fifties, and if someone should get hold of the *Medora* and race her, it would add to the interest in the class.

Then, the 14 new ten-meter yachts will give a great impetus to the season on the Sound, and the international race between our sailors and boats from Great Britain, Holland, Norway, Sweden and Denmark will give us a chance to see the product of the best designing brains abroad in action here.

In the smaller rule classes, the 20-rater class is the only one to see any new yachts. Some half-dozen are building to this class, but they will be scattered between Marblehead and the Great Lakes, with only one coming to the Sound.

It looks now as if the larger schooner classes will not be as strong as last year, but with few exceptions the two-stickers will be still much in evidence in the cruises and regattas of the larger clubs.

While several talked-of classes last fall have failed to materialize, there has been a lot of building throughout the winter, as a list printed on another page of this issue indicates. And in this fleet the moderate-sized auxiliary schooner seems to hold its own in popularity.

Of the older classes, the Larchmont O's will be going stronger than ever before, the 50's will be out with new jib-headed rigs, rating in Class M, the 40's may show a slight falling off in the number racing, while the 30's, the Inter-Clubs, the Victories and the Marblehead one-designs will be as popular as ever and fighting it out just as hotly as in the past.

Yes, it's going to be a great year, or we miss our guess.

Handicap Racing

Speaking of racing calls for some mention of what the various Handicap Classes are doing here, as well as abroad, in providing competition for those yachts which, due to the many one-design classes that have been formed in this country and the lack of interest in the open classes, do not fit anywhere in particular. There are many fast yachts in existence, built under rules since discarded, or built to no rule at all, whose owners would like to race them if they could. This is where a Handicap Class comes in, and the success of such racing depends entirely on the method of handicapping.

It is pleasing to note the recent completion of twenty years of service by the Handicap Class of Long Island Sound, and to find the organization stronger today than it has been at any time since the war, with some 36 yachts sailing under the percentage emblem and getting the best of sport. Granted that it is, perhaps, more satisfactory to beat one's opponent boat for boat, obviously this is often impossible with yachts differing greatly in size and type; but with an allowance for difference in speed, based on the actual previous performances of any two, or more, boats, just as much credit is due for winning on this basis as on any other — provided the handicaps are fair. In Great Britain the large yachts above 15-rating are all raced on this basis. The handicapping in the Long Island Sound organization has been worked out in a most satisfactory manner and excellent sport is enjoyed under this system of equalization.

How About This?

A fellow signing off as "F. P. A." in a column in a New York newspaper takes a crack at yacht racing that he shouldn't be allowed to get away with. He says: "Sir Thomas Lipton is going to try again for the Cup (America's) in 1929, and thousands of us in 1929 will try again to read the accounts of the cup trials and the cup race. To our notion the only thing duller than reading about a yacht race is watching one."

Wonder what kind of a sporting gent this bird "F. P. A." is, who's been making such a noise around New York lately? Just another columnist who's never heard of yachting. Bet he's never been on a committee boat and watched a dozen 30's or 20-raters hit the line with the gun in a fresh breeze when you could crack an egg between most of the boats, or seen them tear over on the finish line lapped in a hard breeze, with each skipper getting the utmost possible out of his ship. To fully appreciate any sport one must know the fine points of it. Even a football match would lose its interest if one didn't know what it was all about. Will somebody take this columnist out next summer where he won't get seasick and let him see what a real yacht race is like?

In the World of Yachting

COMMODORE HOLLIS E. POTTER

ONE of the most enthusiastic and "useful" yachtsmen that the West has developed in many years is Dr. Hollis E. Potter, lately Commodore of the Chicago Yacht Club. Seldom has any section produced a man in yachting as public spirited and as interested in the development of the sport in general, and on Lake Michigan in particular, as he. And yet the Commodore is but, comparatively, a newcomer in the ranks, as he did not take up yacht sailing and racing until some six years ago. In the intervening short space of time, however, he has become one of the keenest sailors and best helmsmen at the upper end of Lake Michigan.

It was in 1921 that Clark Wright prevailed upon Dr. Potter to become a member of the crew of his Class R racer "Colleen," in order that he might "get a taste of what sailing was like." After one summer of it "crewing" on the "Colleen" he bought one of the Chicago Yacht Club one-designs, and before the next spring had also purchased the Class R sloop "Yank" from Ogden McClurg. Putting a jib-headed rig on this famous boat he did considerable sailing in her and, with Clark Wright assisting, "Yank" won the championship that year. The next year he sailed the "Yank" again, and in the autumn bought the "Opee-chee III" from Marblehead and renamed her "Tomboy." That same year he promoted and financed personally the building of six new one-designs for the "Pup" Class, for the benefit of the club members.

1925 found him sailing "Mitzi," another R, in which he made a good showing. During the year he was elected Vice Commodore of the Chicago Yacht Club. He also bought the "Q" "Siren" in order to keep her in the Club. When 1926 opened he had a new R, the Alden-designed "Calypso," which he raced very successfully, winning in her the Lipton Cup and the Chicago Yacht Club's three-day triangular race. He was Commodore of the Club that year, a position in which he attained great popularity. That year he also promoted and financed the Club's new one-design S Class of Eagle boats, designed by F. S. Early. As a member of the permanent committee of the Mackinac Cup, he made a most complete and elaborate analysis of the various rating rules with a view to determining the best possible method of handicapping in a long-distance race.

Wherefore the word "useful," as applied to his active career in the opening paragraph.

The Large Yachts in British Waters

Restrictions as to Mast Height Penalize Jib-Headed Rig

By MAJOR M. HECKSTALL-SMITH

THE Editor has asked me to let him have some notes on yacht racing in British waters and also on matters of general interest pertaining to yachting. I hope he will allow me, here and now, to thank him for so kindly giving me the opportunity to keep in touch with my American friends — both known and unknown. It is indeed a privilege to be allowed to bring to the notice of the readers of YACHTING sundry happenings connected with the sport of yachting in British waters. Now that there is a fair prospect of our international relations as regards yacht racing becoming so much closer, I think, and hope, that a free and friendly interchange of views on yachting matters may prove to be both interesting and helpful.

While one is, naturally, looking forward at the present time to the prospects of the coming season, it may, perhaps, not be out of place briefly to review the proceedings at the recent conference between the North American Yacht Racing Union and the International Yacht Racing Union. Following, as it did, so closely on the formation of a representative American authority, this conference has marked, definitely, the beginning of a new phase in international yacht racing, and it may truly be regarded as an outstanding event in the history of yachting.

The conclusions arrived at during this conference, in regard to certain adjustments in the International Rule, proposed by the American delegates, are destined to have a far-reaching effect, as not only are these adjustments good in themselves, but the fact of their having met with the general approval of European yachtsmen must open the door to still further mutual understanding and agreement. On one or two points, in particular, I look forward with confidence to the ultimate adoption of further and, possibly, even more important adjustments. Very careful consideration was given to a proposal by Clinton H. Crane that an alteration should be made in the formula of the International Rule, which alteration would greatly simplify it without altering its character or decreasing its efficiency. His suggestion was that the factors "G" and "d" in the formula, — that is to say, the girth and girth-difference factors — should be dropped. After careful consideration of this proposal, the following resolutions were passed: ". . . that this Conference expresses its sympathy with the N. A. Y. R. U. proposal to alter the formula of the International Rule of Measurement, by dropping the factors G and d, but is unable to take action thereon at the present time, in view of the provision of the rule relating to its duration," and further: "that, if the N. A. Y. R. U. adopts, in the classes it has selected, the International Rule of Measurement as modified, the Permanent Committee of the I. Y. R. U. will promptly give notice to the nations of the I. Y. R. U. of their wish to consider deleting these factors at the earliest practicable moment, so that in due course, both Unions may simultaneously reconsider the question of the retention or otherwise of these factors and revising the divisor of the formula."

The decision arrived at is, undoubtedly, a very important one and it may be regarded as a definite indication that, in due course, further discussion will take place on Mr. Crane's proposal. It is to be hoped that the various national authorities will give this matter their serious consideration, so that it may again be brought forward for consideration with as little delay as possible. International agreement on this point will go far to bring about that end so greatly to be desired — the adoption of a rating rule common to all countries. There cannot be the slightest doubt that the sooner such an agreement is arrived at, the better it will be for yacht racing in all parts of the world. I also desire to take this opportunity of expressing my sincere admiration — which I am sure is shared by all British yachtsmen — for the part played in the International Conference by the three yachtsmen who represented the North American Yacht Racing Union.

Turning to the prospects for the coming season in British waters, one, naturally, although perhaps with very little justification, turns one's attention, in the first place, to the big class. For the last few years the yachting authorities in this country have been confronted by the almost hopeless task of legislating for an ill-assorted fleet of big vessels. This fleet has consisted of the King's 34-year-old *Britannia*, built to the old length and sail area rules; the Herreshoff schooner *Westward*, of 323 tons measurement and 96 ft. load waterline; the two ex-23-meter yachts *White Heather* and *Shamrock*, built by Fife in 1907 and 1908; the 21-year-old *Nyria*, a little smaller and much more heavily built than the 23-meter yachts, designed and built by Nicholson and now Bermudian rigged; and *Lulworth*, a cutter of 186 tons, built seven years ago. It is obvious that vessels differing so greatly in type, size and age cannot satisfactorily be brought together by any system of rating, or even of handicapping, but an attempt to do so under the latter method has, on the whole, proved to be fairly satisfactory and some very good sport has resulted. The yachts have in the past been handicapped, solely on form, by a very capable committee of the Y. R. A., the handicaps, presumably, having been allotted on actual performance in average regatta weather. Sail plans, under these conditions, have been considerably increased, in some cases, I believe, without notice being given to the handicapping committee. The net result has been that at the end of last season, while the yachts were possibly a little faster in very light weather, they were certainly not so good for all-round work, and their several chances of winning — owing to the handicapping being on form — stood very much where they did before their futile attempts to get the better of the handicappers began.

In view of the opinion that the amount of canvas carried by yachts in the big handicap class is excessive — an opinion which was endorsed by Major Hunloke, the helmsman of *Britannia*, and Colonel Duncan Neil, Sir Thomas Lipton's representative on *Shamrock* — the Yacht Racing Association has decided that, in future, yachts of above 70 feet in length must conform to certain height limits for masts and sail plans, which limits have been laid down by the Association. So far so good, but, unfortunately, an additional — and to my mind an ill-considered — regulation has also been made in regard to yachts fitted with the Bermudian rig. This rig is now thought to be so much more effective for racing yachts than the older form of rig having a gaff mainsail and topsail, that only about 92 per cent of the measured area of the Bermudian sail plan is to be taken for the purposes of the rating formula.

The principle of rig allowance is one which has been recognized on both sides of the Atlantic and it may very

(*Continued on page 102*)

A Tabloid Cruiser

ONE of the most insistent demands of the present day is for a very small cruising yacht at a price within the reach of the man who can spend but a moderate sum on a boat and her upkeep, and yet well designed, seaworthy, and comfortable. The same demand exists abroad, and how it has been met in Germany is shown in the accompanying plans of the *Bora III*, owned by Gunther Werckmeister and designed by Hans Schröder, of Berlin.

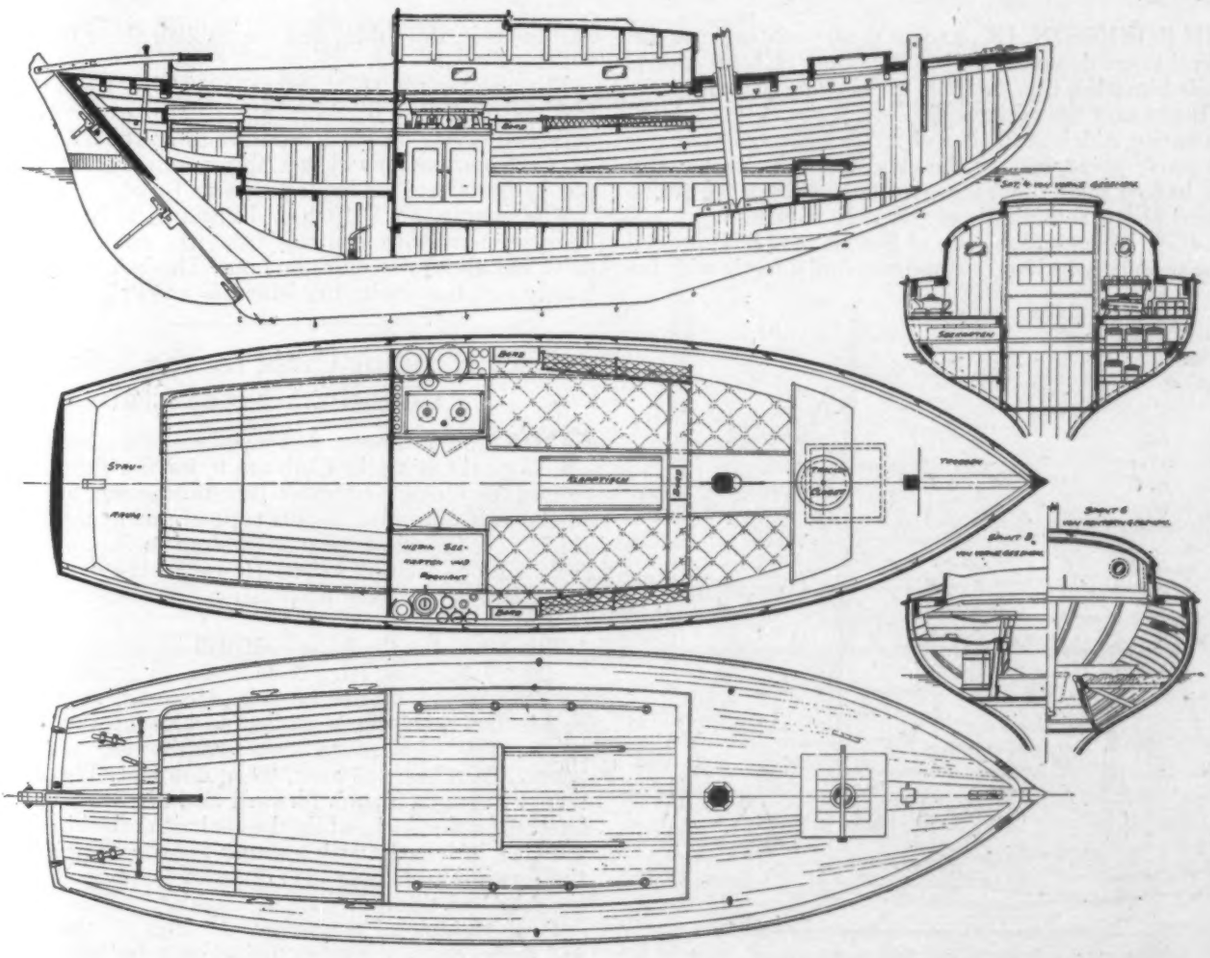
The size and type of this little cruiser are extremely popular in Germany, where hundreds of these small craft are to be seen knocking about the coasts and waterways. The ends are short, yet well turned, and the rudder is hung outboard so that she is "all boat." There are comfortable cruising accommodations for two, though the headroom is of course limited. The rig is interesting, and with a permanent backstay and a roller reefing gear on the main it is a very simple matter to handle her under all conditions that she should be called upon to meet. The arrangement of the cockpit on two levels is interesting.

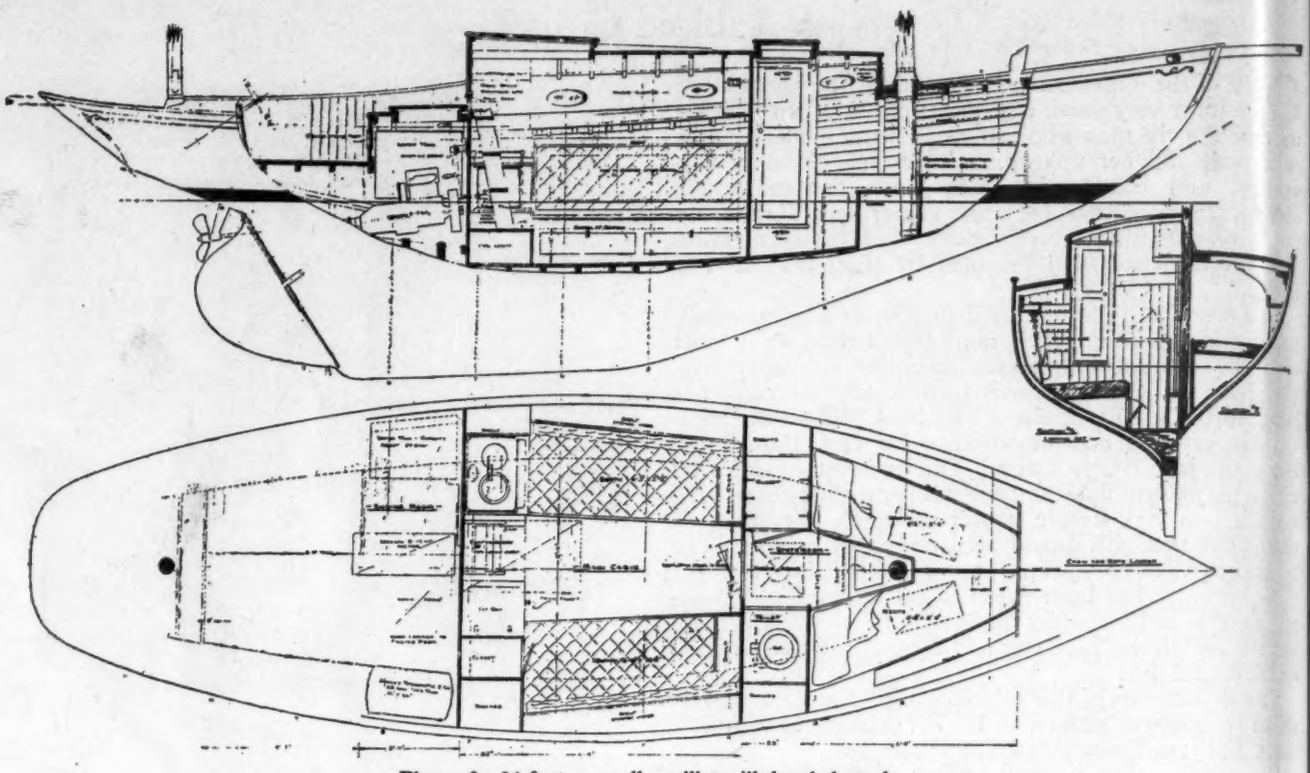
No attempt has been made to get a watertight cockpit, as this is practically impossible in so small a boat, but the one shown is roomy and deep enough to be comfortable and dry.

The dimensions of this tabloid cruiser are: Length over all 21′ 6″; length water line 18′ 7″; extreme beam 6′ 6″; draft 3′ 4″; sail area about 215 square feet.

We predict that a small cruiser of this general type would prove popular in this country.

Bora III has a modern Marconi sloop rig.





Plans of a 34-foot over all auxiliary jib-headed yawl.

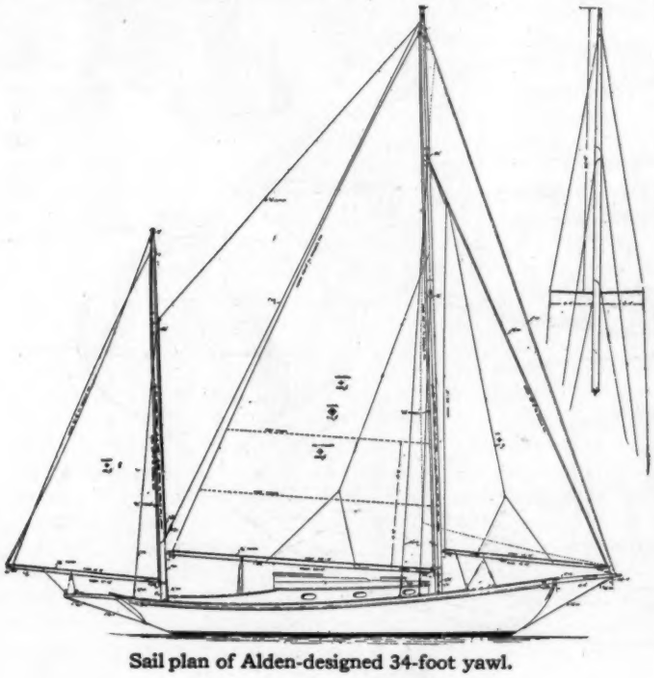
An Attractive Auxiliary Yawl with Jib-Headed Rig

JOHN ROBINSON, JR., known to all yachtsmen as the "brokerage department" of the house of John Alden, built himself a new boat! With his long experience in small boats and the copious and often conflicting advice of the entire Alden staff, it was to be expected that she would prove pretty nearly the ideal craft. At least many people looked over the *Shag* with critical eyes when she appeared about the middle of the 1926 season.

Mr. F. S. Dellenbaugh, Jr., of Boston, so far approved that he promptly ordered a duplicate hull and rig with his own ideas in the cabin, and we publish these plans herewith:

The new boat is 34′ 4″ overall, 25′ 5″ on the water line, 9′ 9″ beam and 5′ 0″ draft, and carries a real stateroom with two berths forward, separate toilet room and locker; near the companionway is a Shipmate range, ice box and plenty of lockers for food, dishes and coal.

The engine, an 8–10 h.p. Kermath, is in a separate compartment with controls from the cockpit, and will drive her about 6½ miles an hour. The boat should prove handy and fast under her Marconi yawl rig.



Sail plan of Alden-designed 34-foot yawl.

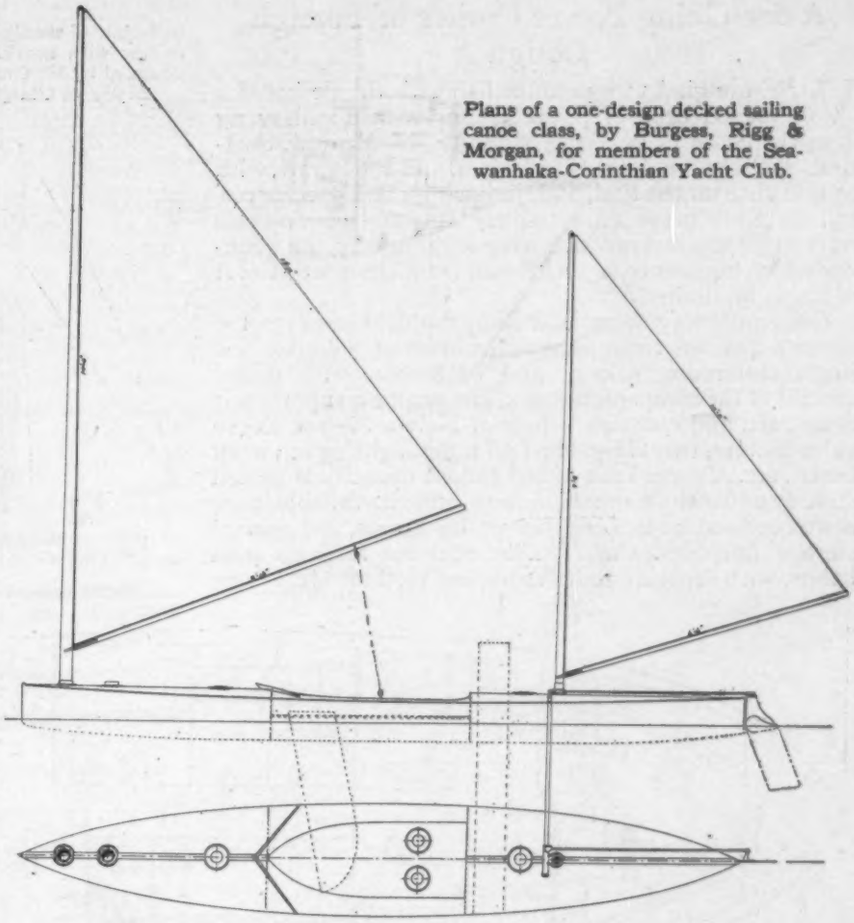
A Decked Sailing Canoe for the Seawanhaka-Corinthian Yacht Club

THE announcement that members of the Seawanhaka-Corinthian Yacht Club are to have a fleet of sailing canoes for racing at Oyster Bay this season has aroused considerable interest, as this type of racing craft is something new for those who heretofore have done most of their sailing in larger boats. However, the decked sailing canoe is a very sporty proposition and should furnish the best of racing.

The plans for the boat — it will be a one-design class — are by Burgess, Rigg & Morgan. In general, they follow the model of the famous *Mermaid*, in which Leo Friede has won many championships at the A. C. A. meets. The dimensions are: Length over all, 16 feet; beam, 30 inches; sail area, 90 square feet. There are watertight compartments forward and aft, with watertight hatches in the deck, while the cockpit amidships is 4 feet, 4 inches in length, with a trunk for the dagger board at the forward end. They are, of course, equipped with sliding seat and tiller, and a drop rudder.

Paul Hammond conceived the idea of the class. He will have one of the seven being built by Victor Slocum,

in Brooklyn, the others being for Louis McCagg, C. F. (Bubbles) Havermeyer, W. A. W. Stewart, J. T. Pratt, Jr., A. B. Weeks, Jr., and C. Sherman Hoyt. We predict that the owners of these boats are in for some thrills before the summer is over.



Plans of a one-design decked sailing canoe class, by Burgess, Rigg & Morgan, for members of the Seawanhaka-Corinthian Yacht Club.

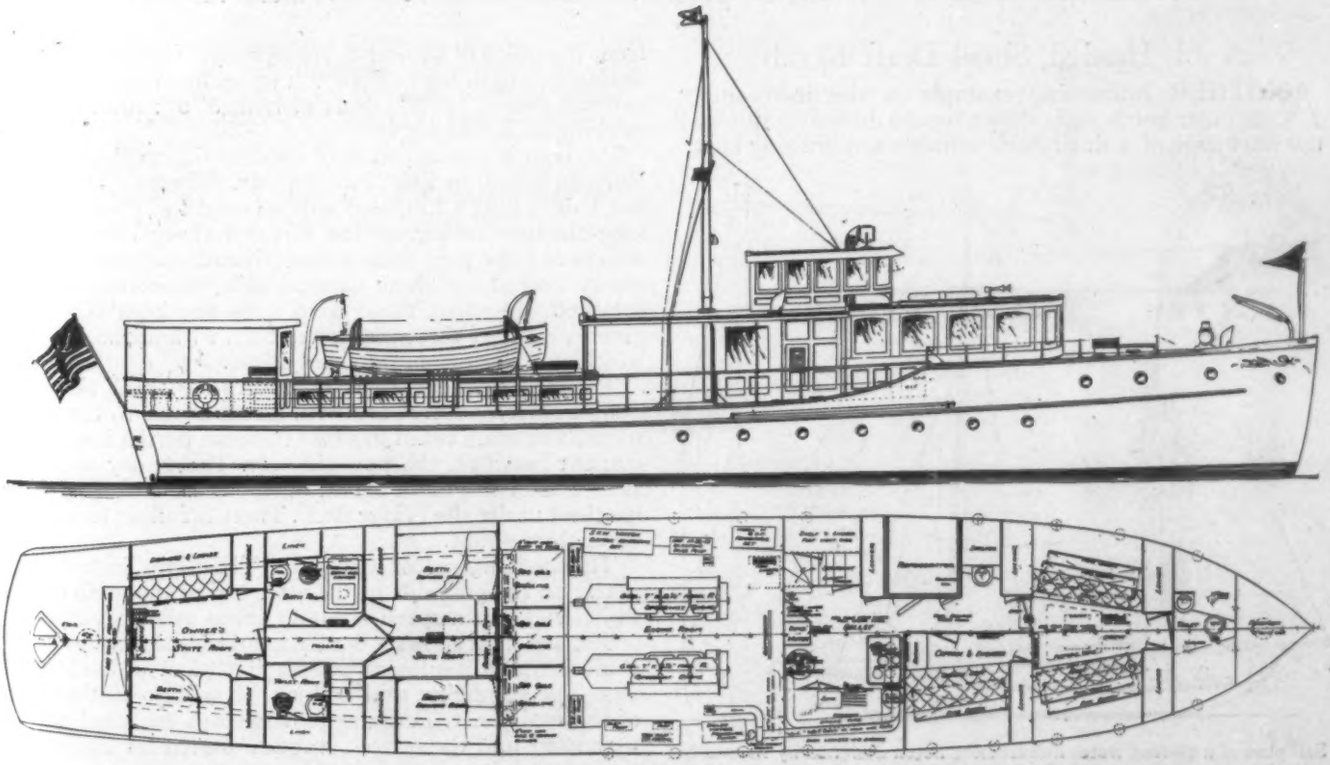
A Consolidated 85-Foot Power Cruiser

ONE of the many interesting new power-driven craft to appear this season is shown in the accompanying plan of an 85-footer, designed and built by the Consolidated Shipbuilding Corporation, Morris Heights, N. Y., for Clifford V. Brokaw, of New York. She is of the raised deck type, with deckhouse dining saloon forward, superposed enclosed bridge, with trunk cabin aft.

Abaft the forecastle is a stateroom for the captain and engineer, followed by the galley just under the dining saloon. The motor compartment is amidships, and contains the two 300-h.p. Speedway motors and auxiliary machinery.

The after quarters consist of the owner's double stateroom and two guests' single staterooms, with bathroom, toilet room, lockers, bureaus, shelves, etc. Plenty of deck space is shown, with the after deck partly enclosed with windshield and side curtains.

The yacht is handled from the enclosed bridge above the after end of the forward deck house. This makes an ideal place from which to steer, and the designers have cleverly worked in a pilot house without spoiling the profile of the yacht or giving her a top-heavy appearance, sometimes seen when this is done.

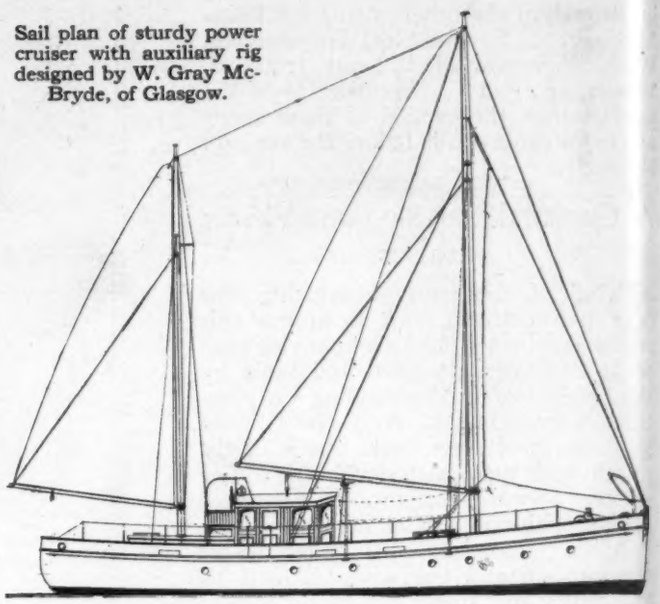


An attractive power cruiser designed and built for Clifford V. Brokaw, by the Consolidated Shipbuilding Corporation.

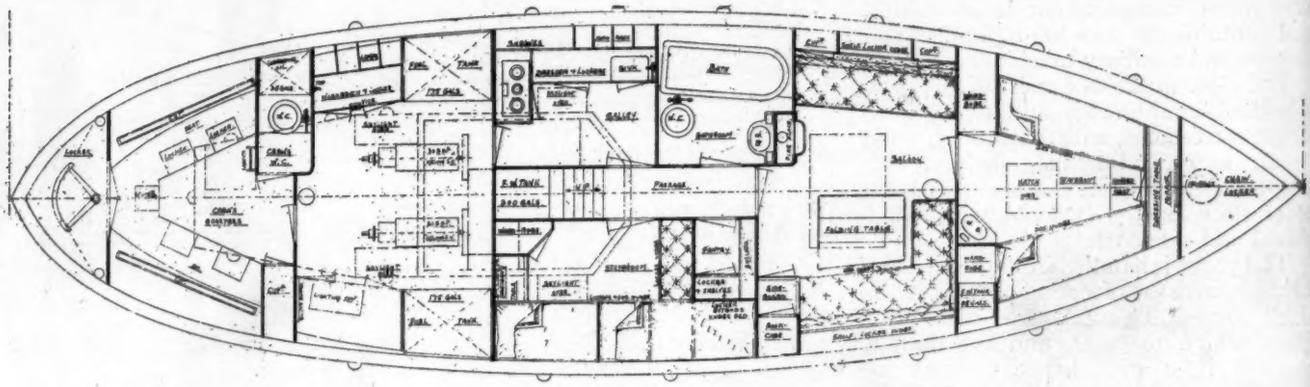
A Sea-Going Power Cruiser of Foreign Design

WE are glad to reproduce herewith the design of a rugged type of power cruiser with auxiliary rig from the board of W. Gray McBryde, of Glasgow, Scotland. She is 52′ on deck, 15′ 6″ beam, and 5′ 6″ draft, with an iron shoe on the keel, and, judging by all appearances, will certainly prove an extremely able and comfortable craft in all weathers, which were undoubtedly the qualities which her owner, a yachtsman from the South Coast of England, desired.

Companionway steps lead from the deckhouse to the owner's quarters forward, which consist of a double and single stateroom, saloon, and bathroom, with galley abreast of the companion steps. The engine compartment is well aft, and contains a pair of Kelvin 30-h.p. sleeve valve motors, two 175-gallon fuel tanks, lighting set, work bench, etc. A water tank of 200 gallons capacity is placed directly under the companion steps, and all available space is well utilized for lockers, shelves, bookcases, and general storage purposes. Comfortable quarters for two paid hands, with separate toilet room, are farthest aft.



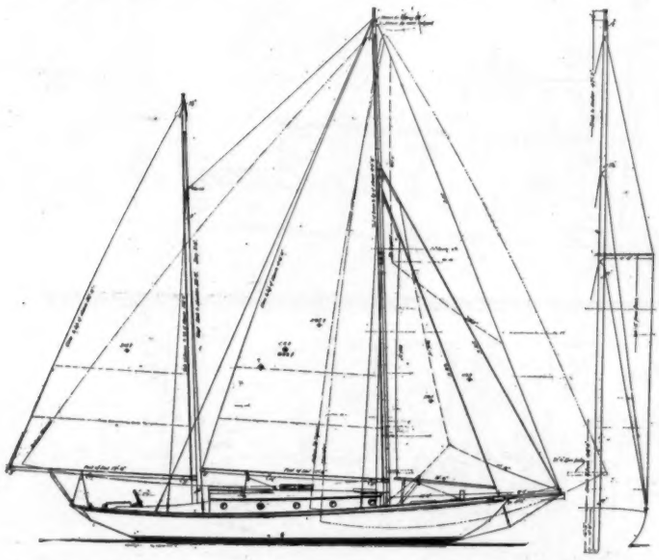
Sail plan of sturdy power cruiser with auxiliary rig designed by W. Gray McBryde, of Glasgow.



The accommodation plan of this 52-foot power cruiser shows unusual accommodations for a boat of this size.

A Jib-Headed, Shoal Draft Ketch

ANOTHER interesting example of the increasingly popular ketch rig is shown by the design on this and the next page of a shoal draft centerboard cruising ketch from the office of Mower & Humphreys, Inc. Her dimensions are: length over all, 42′ 9″; water line length, 30′ 0″; extreme beam, 12′ 6″; draft of hull, 3′ 6″; total area of working sails, 922 sq. ft.



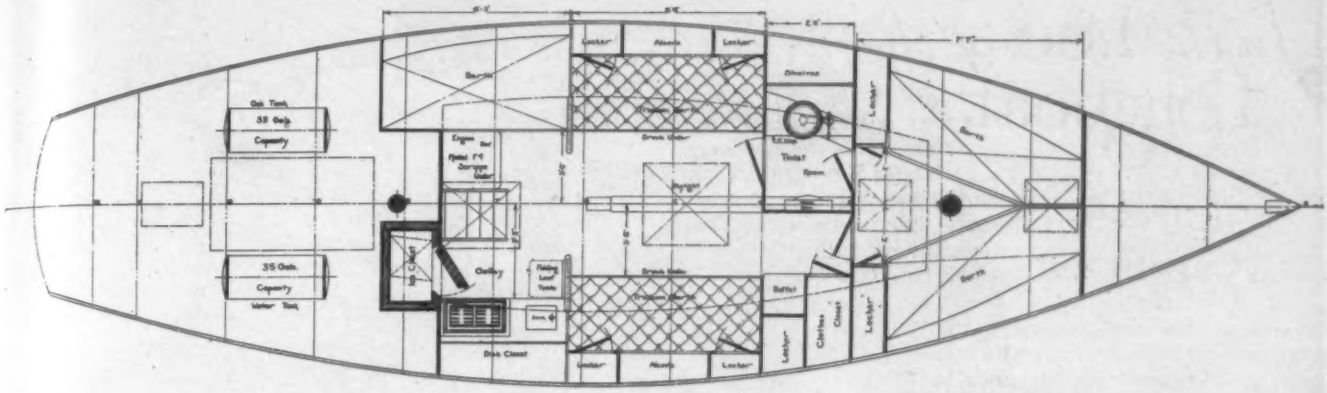
Sail plan of a 30-foot water line cruising ketch designed by Mower & Humphreys.

The boat is now in course of construction at the yard of Herman Lund, in Erie, Pa., for Mr. Alfred E. Denio, of the Erie Yacht Club, and will be used for cruising and long-distance racing on the Great Lakes. The shallow waters of Lake Erie make a centerboard boat almost necessary and at the same time an able, seaworthy boat is required. To meet these conditions the boat has been given a draft of three and a half feet, without board, and will have two tons of outside ballast.

The arrangement plan is interesting, and shows a double stateroom forward with direct access to the toilet room. The main cabin has two transom berths and a permanent berth on the port side aft. The galley is at the after end of the main cabin, on the starboard side, with ice chest under the bridge deck. There is full six feet headroom throughout.

The auxiliary motor will be an F-4 Scripps, installed off center on the port side at the after end of the main cabin, which will give a speed of about seven miles per hour.

The sail plan shows a double head rig for ease and convenience in shortening sail, and a jib topsail for use in light airs. The spinnaker and balloon jib will go to the head of the mainmast. Permanent backstays are used on the mainmast and the mizzen shrouds are led far enough aft to make backstays unnecessary.



Accommodation plan of a 30-foot water line auxiliary ketch designed by Mower & Humphreys.

A Snappy 6-Meter Boat

AN interesting design of a 6-meter boat, International Rule, is presented herewith, being from the board of Aage Nielsen, of 148 State Street, Boston, Mass. She approaches the long, narrow type of International Rule hull, with a hard bilge and moderate freeboard. The dimensions are: l.o.a., 33.28 ft.; l.w.l., 22. ft.; beam, 6.38 ft.; draft, 5.03 ft.; sail area, 476 sq. ft.

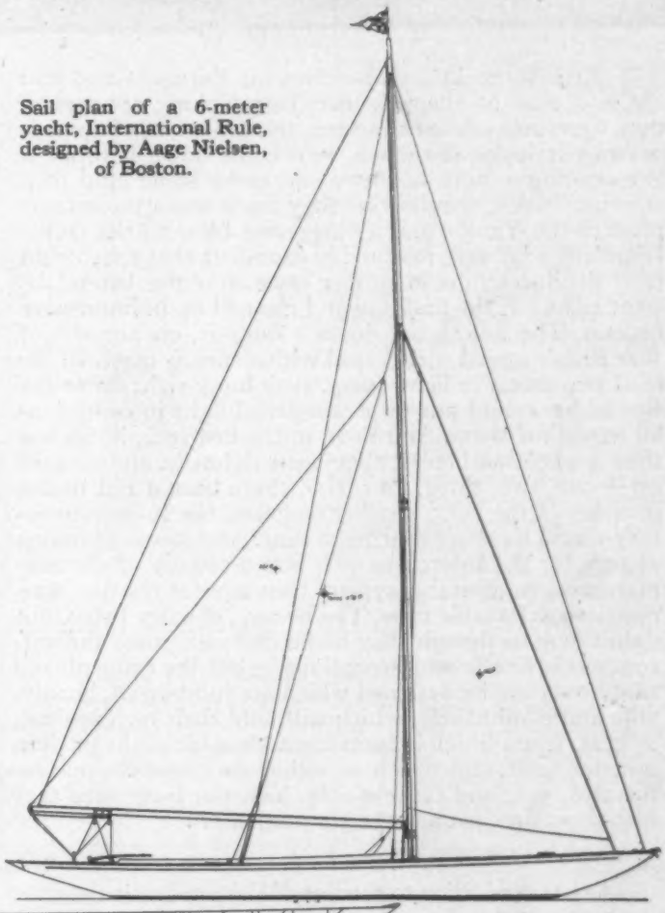
Commenting on the design, Mr. Nielsen says: "I believe she should be very fast under average weather conditions, although she is likely to be at her best in light weather. That she should be a good and easy-going boat in a choppy or rough sea is indicated by her bow sections, which are very much sharper than on the usual type of meter boat.

"What I fancy to be the main feature of the boat is the profile, which, without going to an extreme, gives a small "G," but still goes deep enough to the draft limit, giving sufficient lateral plane.

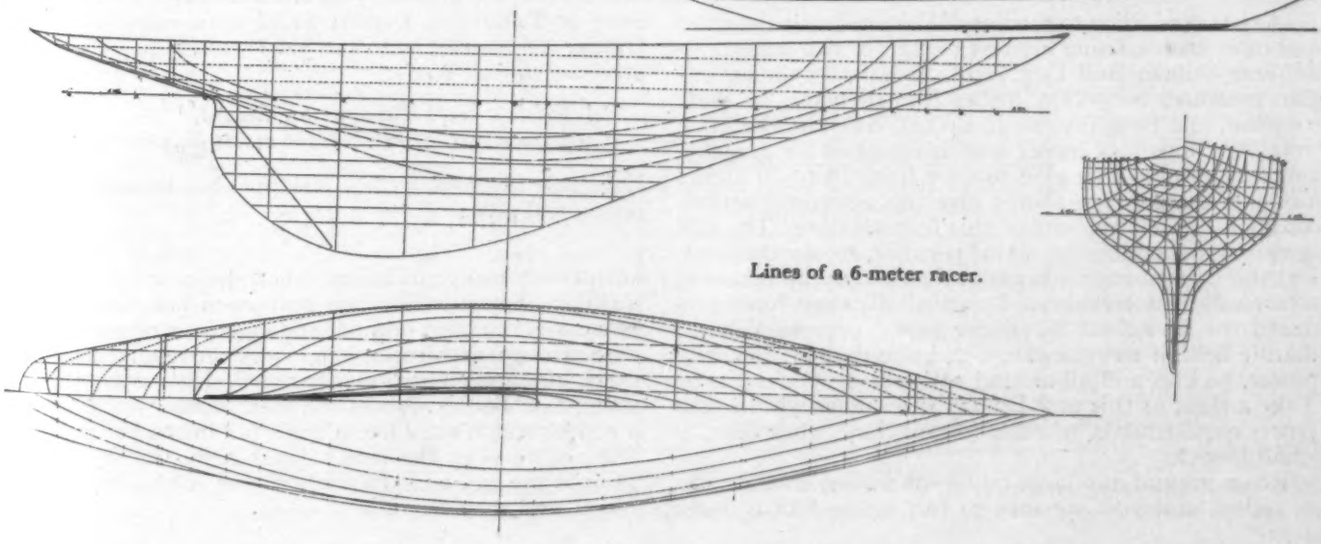
"The displacement is 117.95 cubic feet, only a trifle over the limit. The sail plan is not quite American, with the rather big jib, but that is the way the Scandinavian boats are.

"If you draw a comparison between this boat and an up-to-date Class R boat designed under the Universal Rule, you will find that in some ways they are similar, which again would mean that this boat would not be bad under the Universal Rule either."

With the increased interest in this country in the six-meter class, and in view of the international races to be sailed in it this year, the design is of unusual interest.



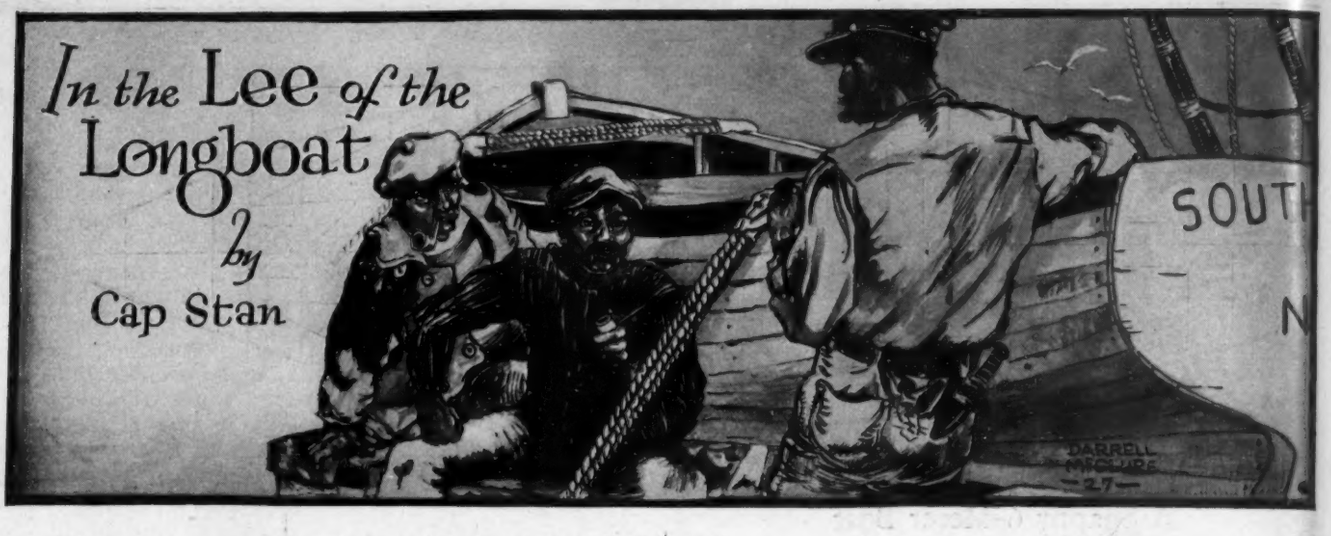
Sail plan of a 6-meter yacht, International Rule, designed by Aage Nielsen, of Boston.



Lines of a 6-meter racer.

In the Lee of the Longboat

by Cap Stan



WHEN the Interclub crowd hit Bermuda and had a look at their slender, racy-looking opponents, they went into solemn conclave, the consensus of opinion being: "It looks as though we'd come down here for a fine beating — only hope we can make some kind of a showing." Well, the showing they made was a joyous surprise to the Yanks, and a staggering blow to the Onion Islanders, who were reasonably confident that they could trim the Interclubs in proper style. For the Interclubs went right out the first day and cleaned up in impressive fashion. The final score doesn't show it, on account of *Wee Betty's* forced withdrawal with a sprung mast. In the next two races, in light going, they hung right on to the Bermudians, and put up a wonderful fight in conditions all wrong for them. And then, in the last race, in far less than a wholesail breeze, they went right out and cleaned up — one, two, three, four. Had there been a rail breeze in either of the light weather contests, the Interclub victory would have approached a rout. And it wasn't only a victory for the Interclubs — it was a victory of the normal, sane, comfortable type of boat against the fine, narrow, uncomfortable type. The beamy, chunky Interclubs didn't look as though they had a chance against the narrow, sleek, fine-lined Bermudians — but the races proved that boats can be designed which are full-bodied, beamy, able and comfortable, which will hold their own against, or beat, boats which in form resemble some of the modern 6-meter craft, and which in action are cramped, uncomfortable, wet, and far less able. Yes, the Interclubs may *look* slow, but just ask the Bermudians!

* * *

The latest addition to the line of Doman marine engines is of more than passing interest to me, for two reasons — the new Doman Bull Dog Twin, 10 h.p., 2-cylinder engine measures only 29½ inches from flywheel to shaft coupling, and both pistons go up and down at the same time. Any auxiliary owner who is cramped for space — and who wouldn't be glad to save from 10 to 20 inches fore and aft space? — should give this newcomer serious consideration on account of this feature alone. The odd system of cylinder firing seems peculiar, to say the least. But the Doman engineers claim that mainly by means of a carefully counterbalanced crankshaft, they have produced the smoothest 2-cylinder motor ever seen in the marine field, if not elsewhere, and one that bristles with power, pickup and all-around satisfactory performance. Take a slant at this new Doman if it comes within your power requirements, whether for auxiliary, work boat, or small launch.

Roam around any large city — and some smaller ones — today, and you are sure to run across half a dozen modern, up-to-date show rooms where you can inspect and buy the very latest in runabouts or stock cruisers. Marine garages and service stations are springing up like mushrooms. In other words, prospective owners may inspect, try out, and buy their power driven craft exactly as they would an automobile. With many plants on a sound and expanding production basis, backed up by modern distribution and sales organizations, motor boats are due for a jump into popularity similar to the one which automobiles took some twenty years or so ago.

* * *

Beginners and experts alike should not fail to read and study Dr. Curry's article in the last issue on "The Aerodynamics of Sails." Never before has the problem been tackled so thoroughly and efficiently, and never before have yachtsmen in general had the chance to get a full report on any similar tests or experiments. And don't think it's just a fine line of laboratory bunk, the dream of an experimenter — for Dr. Curry was an experienced racing man before he ever undertook his experiments and tests. And after reaching certain conclusions, he put his theories into actual practice, on actual boats, in open competition, and proved his theories correct by winning races while practicing what he is now preaching. The Skipper tells me there is further similar stuff to follow, and I, for one, am ready to gobble it right up.

* * *

Jim Keane answers my query as to Frank Draper's SAIC as follows: "Frankly, I didn't know what a SAIC was myself; so, to meet your anxious inquiry in the last issue of YACHTING, I spent $1.32 on a cable to Frank Draper (in Nassau, wasn't it, Jim?), and here is his reply, in verse, collect, $6.84:

'A Saic's a craft that sails the Levant,
A queer sort of ketch — the masts have no cant.'

Evidently the *Flying Cloud's* skipper has become at once poetic and prosaic."

* * *

Not only can Francis Herreshoff design a fast boat, as was definitely proven when he turned out Yankee, but he's easily the most original and ingenious of our present crop of naval architects, judging by the reported innovations which we'll see on Charlie Welch's new Class R sloop, *Live Yankee*. A rotating mast, double luff mainsail, a rudder which wags like a dog's tail instead of swinging like a gate — let the rule makers rave, but it looks as though the younger Herreshoff was a chip of the old block, and then some.

Reducing the Sail Area of Model Yachts to Meet Varying Wind Velocities

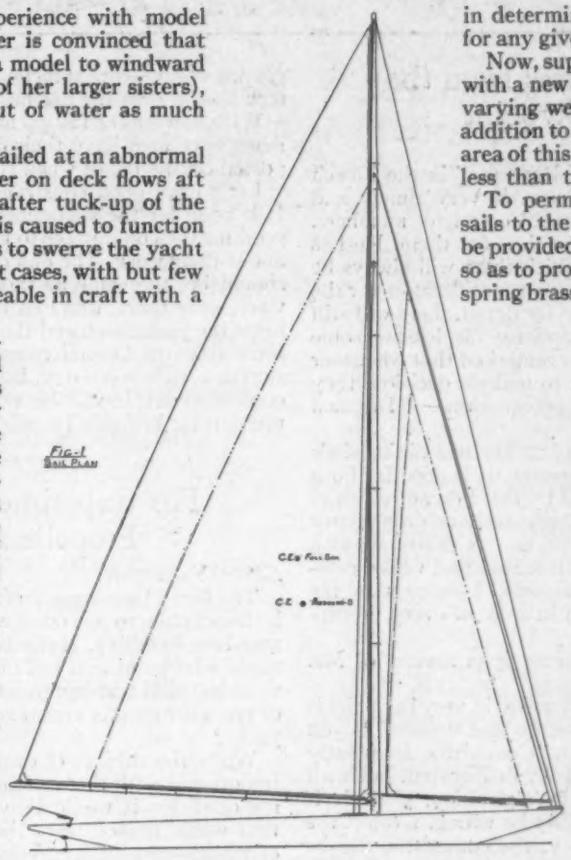
By FRANK NICHOLS

AS a result of many years of experience with model yachts and yachting, the writer is convinced that to obtain the best results in sailing a model to windward or on a reach (and this is also true of her larger sisters), it is imperative to keep her decks out of water as much as possible.

When a yacht is heeled over and sailed at an abnormal angle with her decks awash, the water on deck flows aft and meets the reverse curve of the after tuck-up of the sheer, with the result that the latter is caused to function as a false rudder, as it were, and acts to swerve the yacht to leeward. This is the action in most cases, with but few exceptions, and is particularly noticeable in craft with a rank sheer.

The question is, how can this objectionable state of affairs be avoided in connection with model yachts. As matters now stand we must lug our sail, blow high or blow low, as we have no means of reducing sail to suit the wind, which, when blowing at a 10-mile rate, is uncomfortably high for a model yacht with all sail set. The writer has evolved a unique mode of reducing sail on model yachts, and submits the following, together with the accompanying sketches, which he believes may be followed with good results.

A plotted curve of wind velocities in miles per hour, and the corresponding pressures per square foot of sail, is also included. This curve, when used in conjunction with an aërometer, which latter should be available at every model yacht club, will prove of invaluable assistance in determining the most efficient amount of sail for any given set of conditions.



Now, suppose we are fitting out our model yacht with a new suit of sails. In order to be prepared for varying weather conditions we should include, in addition to the standard set, a smaller set also. The area of this smaller set should be about 40 per cent less than the area of the standard full size set.

To permit the ready change from one set of sails to the other the mainsail of both sets should be provided with a fairly wide hem, A, at luff foot so as to provide a pocket, B, for the reception of a spring brass wire, C, of about No. 13 B. S. gauge, as shown in Figures 1, 2 and 3. Stitched edge perforations, D, should be provided in the hems in the wake of the wires, so as to receive hoops or stops, E, also made of spring brass wire of about No. 18 B. and S. gauge. One end of each of these hoops is bent to form an eye, F, and the other end is bent to form a right angle, locking fingers, G. When the hoops are once installed in the sails they may be left there, together with the wire C, as a permanent feature of both the large and small mainsails.

To secure either mainsail in place it is only necessary to spring the hoops around the mast and boom and insert their fingers, G, into the complementary eyes, F. Conversely the mainsail may be readily removed by disengaging the fingers, G, from the eye F.

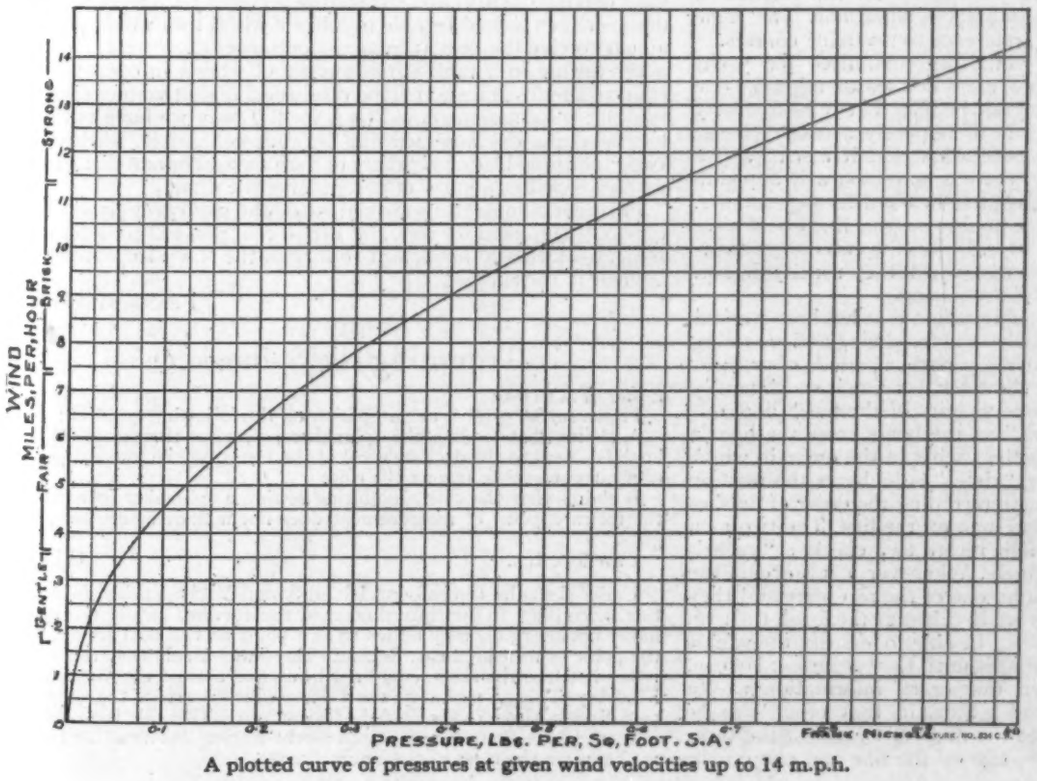
Each of the jibs should be provided with its own jib boom so that it may be more easily removed and replaced as occasion may require.

To adapt an old set of sails for ready removal and replacement, in the manner as outlined above for new sails, the wires, C, may be sewn directly to the edge of luff and foot as shown in Figure 4.

Figure 1 of the accompanying sketch shows the outline of a standard full size suit of sails in full lines, and the smaller supplementary set by broken lines.

The writer suggests that before starting a race, it would be best to make a few trials with the standard set of sails, to determine the advisability of a change to the smaller set. If it is found desirable to make the change, it may be done quickly and readily at the float before going out to the starting line. All changes made while in open water should be made between heats, as the writer fully appreciates from personal

(*Continued on page 106*)



A plotted curve of pressures at given wind velocities up to 14 m.p.h.

LETTERS and CORRESPONDENCE

Management of Regattas from the Committee's Viewpoint

Editor, YACHTING:

The article on the "Management of Regattas" in the March issue of YACHTING, by William W. Swan, is very timely and worthy of the careful reflection of Regatta Committee members, regardless of whether they feel that the shoe fits them. He has touched upon a matter, however, on which there will always be some difference of opinion. With the greatest consideration for the racing men, and the most careful regard for detail, there will still be the probability of a Regatta Committee displeasing some yachtsmen sometimes. It has often been remarked that whenever the Regatta Committee is called upon to make a decision, they are sure of only one thing, and that is condemnation — "Damned if they do and damned if they don't."

To me this increases the importance of racing men taking their turn for a season on the Regatta Committee. It is good for both the committee and the racing men. And by this I do not mean to question Mr. Swan's charges that racing men have grounds for complaint. From three years' experience, two as chairman, at a club that holds a great many races each season and whose committees take their responsibilities seriously, I appreciate the possibilities of exasperating yachtsmen in spite of every precaution taken by the committee.

I would like to make specific comment upon several of Mr. Swan's points:

1. Whether to start a race at all, and when, in very light airs is a fine example of the "Damned if you do and damned if you don't" possibility in which a Regatta Committee frequently finds itself. The matter should be carefully deliberated, but with the full knowledge that the committee's decision, since it is gambling with the weather, will probably be wrong. Even if the committee's decision suits the majority, the committee will be wrong in the judgment of some yachtsmen, for the yachtsmen are not always unanimous in debatable situations. The same situation frequently arises with reference to reversing courses.

2. The proposed interclub volunteer committee for yacht clubs holding one, or at most two, races in a season might be one solution; but I cannot make myself believe that it is necessary under any conditions for a regatta to be poorly managed. If the matter is given the serious consideration that it merits, and a little forethought and planning, there is no reason why any club on the Sound cannot conduct a regatta in a satisfactory manner.

3. Personally, I doubt that the double starting line would have the advantages Mr. Swan hopes for. Unless the two classes starting together sailed divergent courses, which they usually do not, I cannot see how they can avoid interfering.

4. Mr. Swan may be interested in a plan that has been worked out at Larchmont and successfully used for timing and recording finishes. It requires five men at the period or periods of greatest congestion, to wit; one man at the clock, reading it continuously while boats are in the immediate vicinity of the finish line; one man on the line calling "mark" as the boats cross the line; a second man on the line calling the yachts in the order in which they finish; one man recording "time" as he hears the man on the line calling "mark;" one man recording the order of finishes as they are called by the second man on the line. The two men recording will also, when possible, record as a check, a "yacht's number," or "time," respectively. Whenever a lull occurs the two recording sheets are taken by one of the recorders and they are consolidated. When yachts are bunched at the finish the man calling the order of finish may not be able to identify the yachts as they cross and may have to wait until they separate. He can, however, at times, give such temporary information as "a Thirty, an R, an Interclub and a Star, in that order," to be identified as soon as he can see the numbers. Most of the time, three men — one on the clock, one on the line and one on the posting sheet — are sufficient, and at such times one of the spare men should post the finishes on the official bulletin sheet.

With upwards of 150 yachts finishing in regattas at Larchmont, newspaper men have their data and the bulletin is ready to be posted on the board when the committee gets ashore.

Let's have good constructive criticism from the racing men. It is good for the yachtsmen to get it off their chests, and it is good for the committees to know what the yachtsmen do not like about their work. The objectives of Regatta Committees are, or should be, the same as those of the yachtsmen — good, clean, wholesome sport, umpired fairly and accurately. Anything that helps the yachtsmen and the committees helps the sport. Perhaps some Regatta Committeeman will criticise the yachtsmen in a similar article some day, but if it is done in the right spirit and constructively it will be very useful. Mr. Swan is to be commended for bringing his side of the case into the limelight.

E. G. ANDERSON.

For Experiments on the Drag of Propellers on Auxiliaries

Editor, YACHTING:

The Navy Department of the United States probably considers it important to encourage an interest in yachting and amateur boat handling. If this is so, might they not be willing to give those who build and sail boats for pleasure the benefit of their technical skill and equipment in solving the interesting problem of propeller drag or resistance as it relates to the auxiliary sailing yacht?

While the subject of drag cannot, of course, be compared in importance with the selection of a propeller with the proper driving qualities, it would be valuable if tests could be conducted that would demonstrate the relative resistance of various types of wheels on auxiliary vessels. With the existing knowledge of their driving quality, and reasonably accurate data as to drag, a designer then should be able to select a wheel that would permit a boat to give the best average performance.

By towing in a tank various types of wheels in open water, close to a hull form, and behind deadwood, and at various speeds, valuable information should be gained. Today we have nothing but indefinite opinions, varying between collapsible, feathering, two- and three-blade propellers of various pitches and diameters, with no way but a guess of determining the drag.

Propeller manufacturers would, no doubt, gladly supply various types of equipment for test, and I trust that you will consider this subject sufficiently important to suggest the Navy Department's interest in the subject.

FRANK MEYER.

Trimming the Spinnaker

Editor, YACHTING:

Please settle, or give us an opinion on the following question:

A claims that leading the spinnaker pole guys through block or hook fastened to the deck forward of the forestay (the forward point of measurement) is against the rules.

B claims that the rule prohibiting setting a spinnaker forward of the forward point of measurement does not include spinnaker pole guys.

CHICAGO, ILL. G.D.

Under the rules of the Long Island Sound Yacht Racing Association, according to our interpretation, the forward guy of the spinnaker boom or pole may be led to any point on the boat forward of the point of measurement. Recently there was a rule that the spinnaker itself, or the sheet, could not be carried around the forestay or headstay. This is, probably, the rule to which A refers, though that rule did not affect the lead of the forward guy. This rule is no longer in force in the Long Island Sound Yacht Racing Ass'n., or, as far as we know, in the rules of the Yacht Racing Union.

what do you mean—
"Just Like Home"?

NOW, when you nod as the guests go over your ship exclaiming that *"It's just like home!"* what do you mean, anyway?

We presume that your home is electrically-wired.

And must you, at home, warn your over-night guests against reading in bed, or leaving the bathroom light turned on "to save electricity"?

Do you make toast at home on the stove-lid, or offer coffee from a sooty pot?

And do you, on raw damp mornings, huddle about the table wrapped in blankets and oil-skins?

When the youngsters go cruising, all they need is a lantern, a sea-bag, and a can-opener.

But by the time a man is able to indulge himself in 40 feet or more of overall length, with full head room, varnished hardwoods and polished brass, he's old enough to enjoy afloat some of the modern conveniences of life ashore, and still feel that he's a salty, horny-handed, sea-goin' son of Neptune.

There may never be a place for umbrellas, or galoshes aboard ship but, honestly, now, is there home-comfort without, say, an electric toaster?

And why not a fine percolator, right on the cabin table, or handy to the wicker chairs on the after-deck or bridge?

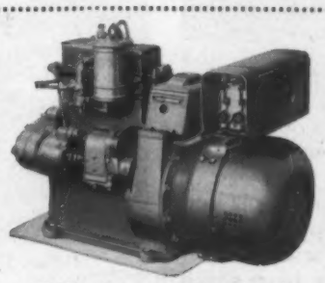
Why not a vacuum cleaner? Why not portable electric heaters to keep out chill and damp? And electric irons to make the white flannels presentable ashore? And curling irons—and all the rest?

The Kohler Automatic Electric Plant provides *real electricity*, standard 110-volt current just like city power.

And it doesn't weight down your yacht with storage batteries—no fuss and annoyance.

The Kohler Automatic will provide *power* and heat as well as light—power for deck winches, for tools, for pumps—for everything.

Write today for information. Use the coupon. There's still time to have real home comfort on this year's cruise.



Kohler Automatic Model DP
1500 Watts; 110 Volts, D. C.
4-cylinder, 4-cycle, bore 2", stroke 3". Cooling by belt-driven gear pump circulating salt or fresh water. Current direct from generator; 24-volt automobile-type battery for starting only
Note: Also fitted with 32-volt battery for starting and for auxiliary lighting without operating plant. Similar model has radiator instead of pump cooling. Several other models for marine or general use

Kohler Co., *Founded 1873,* Kohler, Wisconsin
Shipping Point, Sheboygan, Wisconsin
ALSO MANUFACTURERS OF KOHLER PLUMBING FIXTURES

Kohler Co., Kohler, Wis., U. S. A.
Gentlemen: Please send full information about Kohler Automatic Electric Plant for marine use.
Name .....
Address .....
.....
X 5-27

KOHLER OF KOHLER
Automatic Electric Plants—110 Volt D.C.
No Storage Batteries

Books for the Yachtsman's Library

The Yankee Whaler—
By Clifford W. Ashley
(Houghton, Mifflin Co., 1926, Boston)

THERE have been books before on the Blubber Hunters of New England. Undoubtedly, in the future, there will be other books about the ways of the whalemen. But nothing that has gone before in any way compares with *The Yankee Whaler* in interest, in artistic merit, or in its wide scope; and future books on the subject must necessarily suffer by reason of the fact that no one with the artistic or literary qualifications of Clifford Ashley will again have the opportunity to live the life of a New England whaler, now that the once large sailing fleet has vanished forever. For the author of *The Yankee Whaler* not only was bred and lived in the atmosphere of oil at New Bedford, but in 1904 he made

Bark *Stafford*, outward bound from New Bedford. From the painting by Clifford W. Ashley in *The Yankee Whaler*.

a voyage on the bark *Sunbeam*, living the life of a whaleman and actually assisting in the taking of whales.

His story of this voyage, in the opening chapters of the book, is the best account of the hardships, trials and simple pleasures of life aboard a whaleship on a long voyage since Melville. Then follows an historical sketch of the New England whale fishery as it grew from small beginnings, when man sought the leviathans in vessels smaller than their quarry, to one of the foremost industries of America, employing hundreds of ships on the seas of all the world. Then came the decline, following the discovery of crude oil, and, later, the passing out of fashion of the corset. A chapter on the Last Days of Whaling tells something of the brave stand made against a fading market.

Very little has been written before on the now prized handiwork of the whalemen's leisure, scrimshaw, but Clifford Ashley devotes a chapter to the wonderful pieces turned out in the forecastle of whaleships, an art that was distinctly an expression of sailors with no training in technique, and which has now disappeared except in the homes of some of the descendants of the whalemen, and in museums.

There are seventeen full page illustrations in color in the DeLuxe edition, from Mr. Ashley's paintings of whaleships and of the taking of whales, while the numerous black and white reproductions from the author's paintings and sketches give a vivid picture of all phases of life on a whaler.

H. L. S.

Sailing Across Europe—By Negley Farson

(Century Company, 1926. $3.50)

A CRUISE across Europe from Rotterdam to the Black Sea sounds impossible. Yet two Englishmen did it in the early part of the twentieth century. Negley Farson, of Chicago, made the trip through the backyards and alleyways of Europe and has thus made it possible for all of us to take the journey in a vicarious manner in three evenings.

Sailing Across Europe is perhaps a slightly misleading title. Farson and an adventurous young lady took a 26-foot converted yawl, with an engine that worked a good part of the time, and went up over the backbone of Europe on their way to Sulina, on the Black Sea. Their means of locomotion varied from gas engine to *Kette-Boot* and to towing with two legs and a good back.

Up the Rhine and the Main rivers from Rotterdam went the sturdy little *Flame*. Over the backbone of the continent by way of Ludwig's Canal which was started, by the way, by Charlemagne. Down the Danube, which

"Fast Boat," reproduced from *The Yankee Whaler*.

Farson describes as a "wild, spreading, sullen, yellow flood," in contrast to the oft-quoted "Blue Danube," past Vienna, Budapest, Belgrade to the Black Sea. The *Flame* rushed through the Iron Gates with far greater ease than did hordes of Romans and Turks in attempting to conquer the Balkan states.

From Double Dutch, the first chapter, to Salt Water Again, the author maintains a fascinating story of adventure, viewed with a keen sense of humor. Passports, soldiers and politics rank high in interest all the way through the Balkans. Bandits, Russian auto drivers, cigarettes, swamps and the great race with winter to get down the river before it was closed with ice keep interest until the last word.

Farson had his fun "before seventy." It is not a book on yachting alone. It is a glorious tale of an inland journey in a boat. Everyone should enjoy it. J. G. S.

New Oberdorfer Automatic Bilge Pump

A dependable watchman down in the bottom of your boat, waiting for the rising bilge—on a stormy night, this new Automatic Bilge Pump discharges up to 250 gallons per hour. It starts working when the bilge water rises. It stops when the bilge is out. It is fool proof and positive in action. It is economical and efficient. It is backed by Oberdorfer—a name that means service in Marine Pump equipment.

FOR 6 AND 12 VOLT CURRENT

Nothing to Get Out of Order

Once installed, this Oberdorfer Pump requires no further attention. There is nothing to get out of order. The body of the pump has 72 square inches of straining surface which practically eliminates the possibility of clogging. The pump is controlled from switches which can be located near the helm or wherever they are most handy. One switch controls automatic action, another constant action when necessary.

Non-Corrosive

The highest grade of non-corrosive bronze and brass is used to give protection against all conditions of weather and atmosphere. Salt water has no effect. The pump can be located out of the way and wherever the bilge collects. The current consumption is low and will not interfere with other requirements. The automatic feature produces no spark.

If your marine dealer cannot supply you, write us direct. Special Bulletin "H"—sent upon request.

PATENTS APPLIED FOR

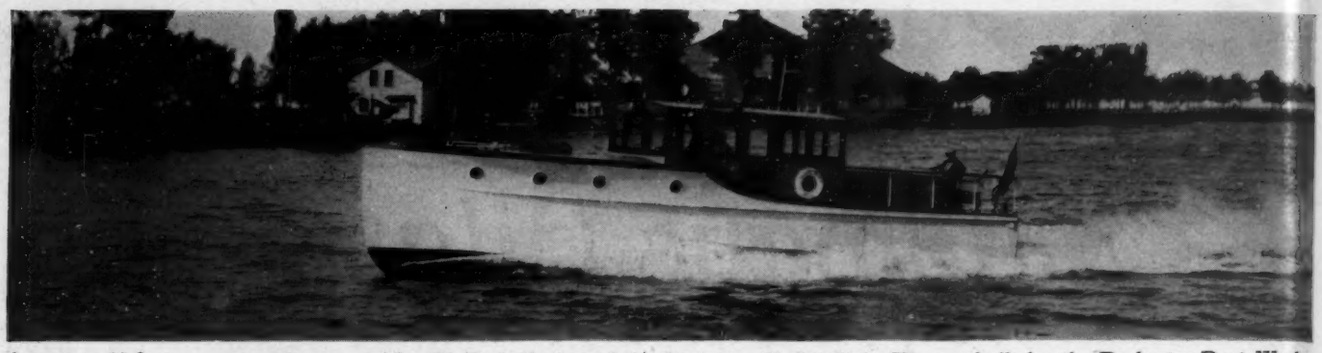
$21.50

Made for both 6 and 12 volt current. Specify voltage when ordering.

New

There is no other pump like it. There can be no comparison for quality or price.

M. L. OBERDORFER BRASS CO., SYRACUSE, N. Y.



A snappy 40-foot express cruiser owned by W. Peck Farley, of the Rochester Yacht Club. She was built by the Rochester Boat Works and is powered with a 6-cylinder Scripps.

Of Interest to the Skipper

Drake H. Sparkman Opens an Office

Yachtsmen generally will be pleased to hear that Drake H. Sparkman, one of the best known yacht sailors and brokers in the East, has opened an office at 11 East 44th Street, New York, under his own name for the handling of yacht brokerage. For many years connected with R. M. Haddock, 50 East 42nd Street, Mr. Sparkman has acquired a thorough knowledge of American yachts, knowing most of them at first hand. This, coupled with a wide acquaintance among yachtsmen formed during the past ten years, should place him in a position to be of particular help to those desiring to buy or sell yachts. He will open the new office about May 1st.

Frederic M. Hoyt, naval architect, will occupy an office with Mr. Sparkman, for the designing of yachts.

Two New Catalogues

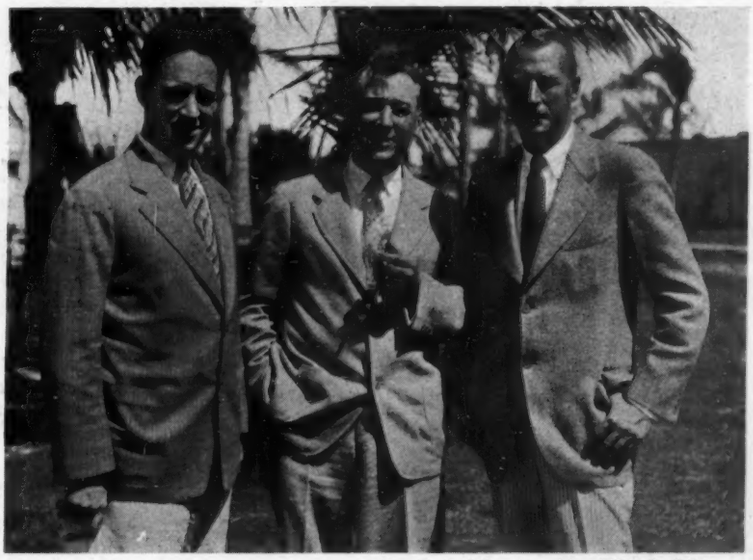
W. and J. Tiebout, the well known marine outfitters of 118 Chambers Street, New York City, have just issued their new catalogue, a handsome volume with many illustrations and complete descriptions of hundreds of items of marine equipment needed at various times by both sail and power boatmen.

The Evinrude Motor Co., Milwaukee, Wis., have just issued their brand-new 1927 catalogue, descriptive of the new 1927 models, "The Greatest Evinrudes Ever Built."

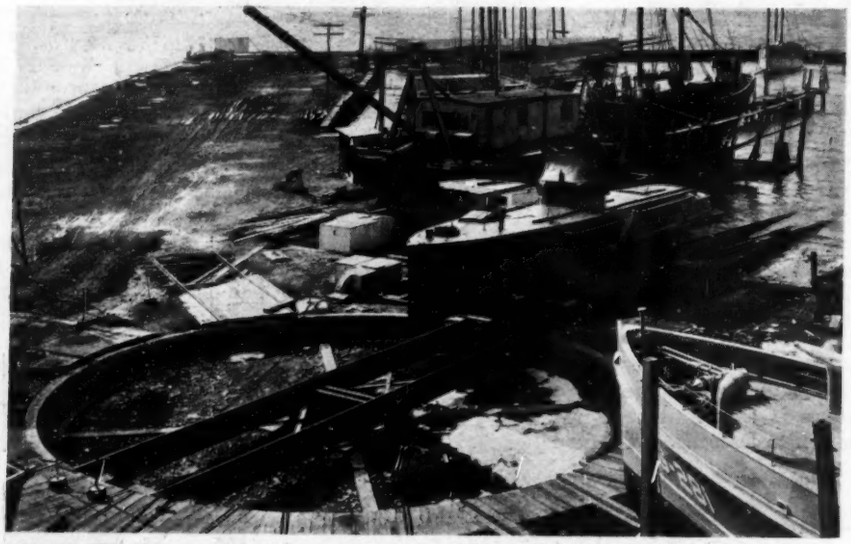
A copy of either or both of the above will be sent to anyone mentioning YACHTING.

Erickson's Motor Boat Mart

A Dunphy Sand Dab 18′ runabout, powered with the Universal Flexifour motor, has the honor of being the first article purchased at Chicago's new Motor Boat Mart, recently established by Hubbard H. Erickson. The success of the new Mart seems assured, for even before the official opening the enthusiasm of visitors is running high, and sales results from this big exhibit of boats, motors and equipment are greatly exceeding the fondest expectations of the promotors.



Caught at the Miami Races. Left to right: J. A. Macdonald, of H. J. Gielow, Inc., Earl H. Croft, of Bessemer, and "Clem" Amory, of Cox & Stevens.



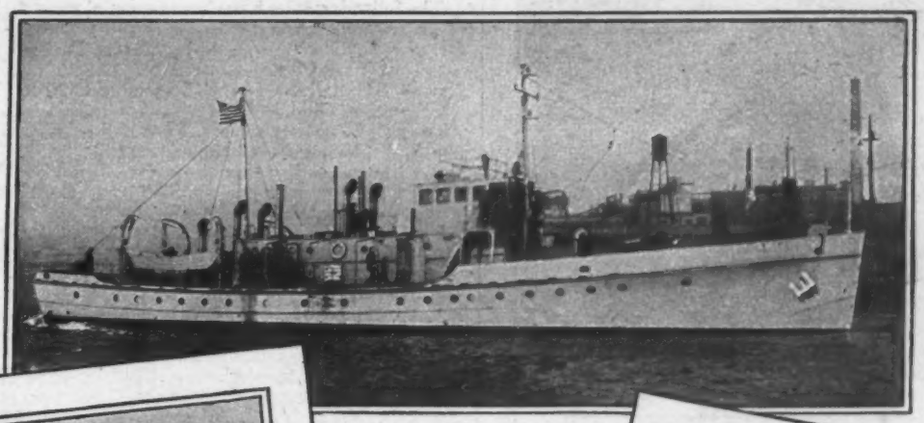
Peirce & Kilburn's yard, Fairhaven, Mass., showing turntable for handling yachts, something of an innovation.

Excellent Hauling-Out Facilities at Peirce & Kilburn's Yard

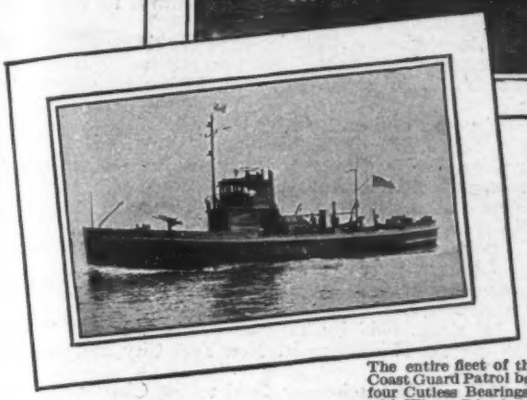
Of the numerous things apt to happen during the racing season which are bound to upset a yachtsman's plans and get the skipper's goat, nothing is more irritating than to find all the railways jammed full and a fleet on the waiting list ahead, making it impossible to haul out just before a race week or annual cruise.

Realizing the importance to yachtsmen for dependable service for race preparation at all times, the Peirce & Kilburn Inc. yards at Fairhaven, Mass. have devised something new in the style of hauling facili-

(*Continued on page 111*)



All of the thirty-three 125-footers are equipped with Cutless Bearings. Powered with Winton Diesel engines. Built by American Brown Boveri Electric Corporation.



Each of the 75-footers carries four Cutless Bearings; the entire fleet of 205 boats is Cutless-equipped.

The entire fleet of thirteen 100 ft. U. S. Coast Guard Patrol boats is equipped with four Cutless Bearings per boat. Powered with Winton Diesel engines. Built by Defoe Boat and Motor Works.

Cutless Bearings

with the COAST GUARD PATROL

THE entire fleet of U. S. Patrol Boats—251 ships in all—is equipped with Goodrich Cutless Rubber Bearings.

There were many good reasons for the specification of these wonderful bearings; for they materially reduce vibration and practically eliminate shaft scoring.

They make dry-docking infrequent; an important factor—because these boats must be constantly at sea.

They are lubricated by water, and will far outlast bearings of lignum vitae, bronze or babbitted metals.

There is no size-limit—supplied for any craft from freighter to runabout. The whole story of Cutless Bearings is told in a new book, just off the press—you have only to ask for it.

THE B. F. GOODRICH RUBBER COMPANY
Established 1870 Akron, Ohio

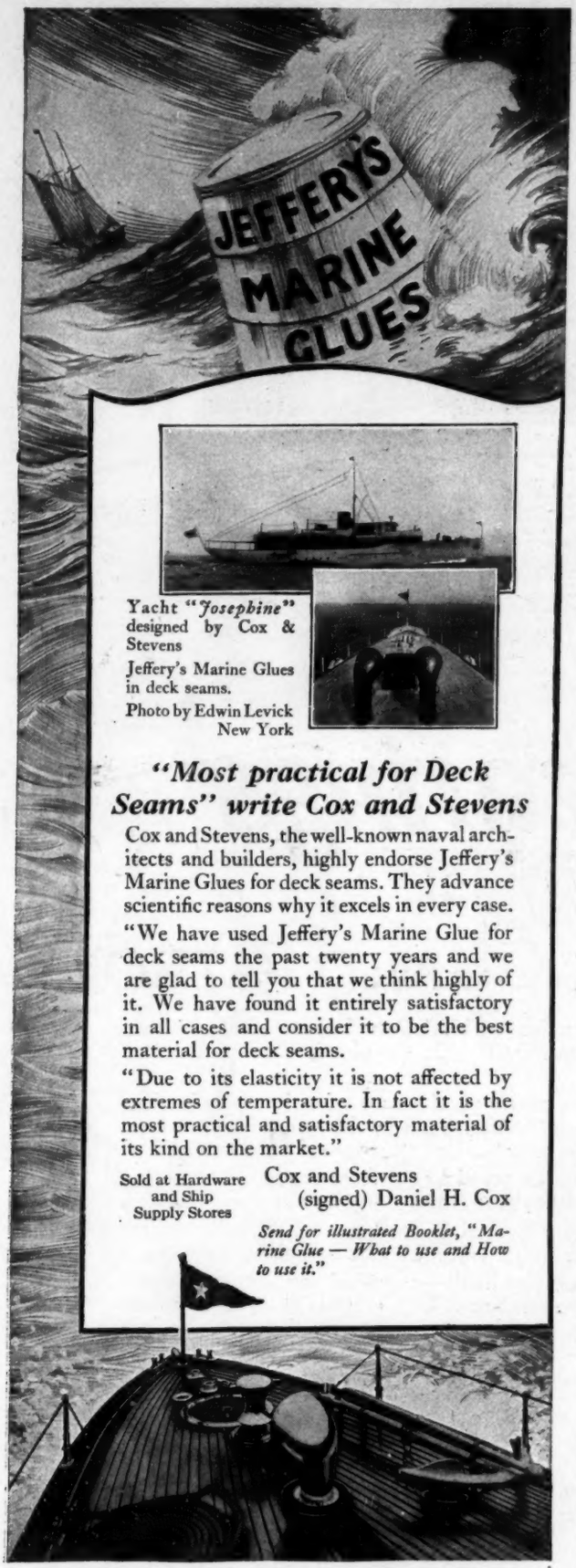
Goodrich

Cutless Bearings

—for stern tubes and struts

DISTRIBUTORS

New York City
Topping Brothers
159 Varick Street
Freeport, L. I., N. Y.
The Columbian Bronze Corp.
Boston, Mass.
Walter H. Moreton Corporation
1043-45 Commonwealth Avenue
Philadelphia, Pa.
Marine Equipment & Supply Co.
116 Walnut Street
Mobile, Alabama
A. K. Miller Engineering Co.
Houston, Texas
A. K. Miller Engineering Co.
New Orleans, La.
A. K. Miller Engineering Co.
109 Tchoupitoulas Street
Arthur Duvics Sons
122 Chartres Street
Jacksonville, Fla.
Gibbs Gas Engine Co. of Florida
26 South Main Street
Tampa, Florida
Knight & Wall Company
Los Angeles, Calif.
B. F. Goodrich Rubber Company
1386 E. 7th Street
Washington, D. C.
R. L. Fryer, *Special Representative*
B. F. Goodrich Rubber Co.
Cutless Bearing Division
430 Transportation Bldg.
San Francisco, Calif.
B. F. Goodrich Rubber Company
650 Second Street
Ford & Geirrine
Balfour Building
Detroit, Michigan
H. H. Smith & Company
334 E. Jefferson Avenue
Seattle, Washington
B. F. Goodrich Rubber Company
115 King Street



Yacht "*Josephine*" designed by Cox & Stevens

Jeffery's Marine Glues in deck seams.

Photo by Edwin Levick New York

"Most practical for Deck Seams" write Cox and Stevens

Cox and Stevens, the well-known naval architects and builders, highly endorse Jeffery's Marine Glues for deck seams. They advance scientific reasons why it excels in every case.

"We have used Jeffery's Marine Glue for deck seams the past twenty years and we are glad to tell you that we think highly of it. We have found it entirely satisfactory in all cases and consider it to be the best material for deck seams.

"Due to its elasticity it is not affected by extremes of temperature. In fact it is the most practical and satisfactory material of its kind on the market."

Cox and Stevens
(signed) Daniel H. Cox

Sold at Hardware and Ship Supply Stores

Send for illustrated Booklet, "Marine Glue — What to use and How to use it."

L.W. Ferdinand & Co.
152 Kneeland Street Boston, Mass.

Recent Yacht Sales

The following sales have been reported recently by Lloyd's Register of American Yachts:

Dorothy B., 55′ cruiser. Sold by Horace Parker to Karl A. Bickel, of New York City.

Escape, 40′ yawl. Sold by C. Raymond Ould to T. G. Graff, of Steubenville, Ohio.

Fleetwood, 75′ power cruiser. Reported destroyed in hurricane.

Sea Hawk, 55′ auxiliary schooner. Sold by A. G. B. Steel to Raymond P. Morse, 410 Willoughby Ave., Brooklyn, N. Y.

Shadow J., 55′ power cruiser. Sold by Carl G. Fisher to S. L. Slover, of Norfolk, Va.

Alert III, 25′ sloop. Sold by Charles Deere Wiman to Samuel Dauchy, of Chicago, and L. W. Brawner, of San Diego, Calif., and renamed *Maribel*.

Gilfan, 40′ auxiliary schooner. Sold by Gilbert D. Maxwell to George W. Knowlton, of West Upton, Mass., and renamed *Black Arrow*.

Goose, 43′ power cruiser. Sold by R. deB. Boardman to Wilbur F. Young, of Springfield, Mass.

Mary Ann, 32′ Alden schooner. Sold by John Parkinson to Edward C. Lord, of Sterling Junction, Mass., and renamed *Unxark*.

Iroquois, N. Y. Y. C. 50′ sloop. Renamed *Chiora* by Charles L. Harding.

Nenemoosha, 90′ power cruiser. Sold by Harry W. Kanouse to Dr. Ellwood R. Kirby, of Philadelphia, Pa.

Onwego, 74′ cruiser. Sold by George L. Bourne to Parry D. Saylor, of Rye, N. Y., and renamed *Nancy III*.

Ruben, 53′ power cruiser. Sold by Benjamin H. Throop to Thomas T. Firth, of Germantown, Pa.

Silverheels, 55′ power cruiser. Sold by Walter D. Ebinger to Charles A. Cary, of Forest Hills, N. Y.

Talofa, 89′ power cruiser. Sold by Jesse Metcalf to Daniel Ravenel, Jr., of Charleston, S. C.

Tamara III, 24′ sloop. Sold by Thomas Leamon, Jr., to George Coffing Warner, of 27 William St., New York City, and renamed *Dashing Dinah*.

Tillicum II, 115′ auxiliary schooner. Sold to Sir Charles Gordon. Transferred to Canadian Registry.

Toodie, 23′ sloop. Sold by Edward W. Goss to Benjamin Clayton, of Houston, Texas.

Yolanda, 78′ power cruiser. Sold by John H. Johnson to Harvey W. Dobbin, of Red Bank, N. J. Resold by Mr. Dobbin to New York State Conservation Department.

Adah, 42′ power cruiser. Sold by R. F. Hanscom to David Rumsey, of 44 Wall St., New York City.

Betty, six-metre sloop. Sold by Henry L. Maxwell to Joseph H. Carreau, of 59 Wall St., New York City.

Clover, 72′ power cruiser. Sold by Purdy Boat Company to A. C. Webb, care of Carl G. Fisher Company.

Eaglet, 27′ auxiliary ketch. Sold by Dr. Harold Bailey to Dr. Hugh G. Blackwell, of New York City.

Loafalong, 48′ power cruiser. Sold by James R. Wotherspoon to Clarence B. Kugler, Jr., of Atlantic City, N. J.

Neelia, 42′ power cruiser. Sold by W. W. Wood, 3d., to William L. Gidley, of Auburn, R. I., and renamed *Selma*.

Edora II, 58′ power cruiser. Sold by James R. Wotherspoon to Paul Lindenburg, of Cleveland, Ohio.

Gypsy, 25′ sloop. Sold by Frank C. Paine to Chandler Hovey, of 82 Devonshire St., Boston, Mass.

Istar, 28′ yawl. Sold by Robert D. Weston to Frank Vining Smith. Resold by Mr. Smith to Gordon C. Prince, of Boston, Mass.

Kim, 21′ sloop. Sold by James O. Heyworth to George N. Wallace, of New Rochelle, N. Y.

Mibar, 37′ power cruiser. Sold by Walter S. Hammons to James O. Heyworth, of Chicago, and renamed *Polaris*.

Rival II, 39′ auxiliary schooner. Sold by William H. Judson to Harkness Edwards, of Pittsburgh, Pa., and renamed *Water Witch*.

Sachem, 64′ auxiliary schooner. Sold by Rowe B. Metcalf to A. W. Johnson, of 111 Broadway, New York City.

Sea King, 139′ auxiliary schooner. Sold by estate of Baron Bliss to Sailing W. Baruch, of New York City.

Taniwha, 108′ power cruiser. Renamed *Marj III* by Joseph H. Oberfelder.

Tern, 32′ sloop. Sold by Donald and Malcolm Mackintosh to Jacob D. Cox, Jr., of Cleveland, Ohio.

Zavorah, 40′ auxiliary schooner. Sold by Estate of Sir Augustus Nanton to A. J. Nesbitt, of Montreal, Canada.

Adventurer, 38′ auxiliary schooner. Sold by Arthur Whitney to Dean Emery, of New York City.

Ebenezer, 66′ power cruiser. Sold by J. Aron to William T. Grant, of Pelham Manor, N. Y., and renamed *Marlen*.

Fei Seen, Seawanhaka schooner. Sold by Irving Cox to G. M. Pulver, of Washington, D. C.

Janey III, 110′ power cruiser. Sold by Walter O. Briggs to Alfred P. Sloane, of General Motors, New York City.

Pieces of Eight, 39′ schooner. Sold by Arthur Kelley Evans to C. S. Fithian, of Philadelphia, Pa.

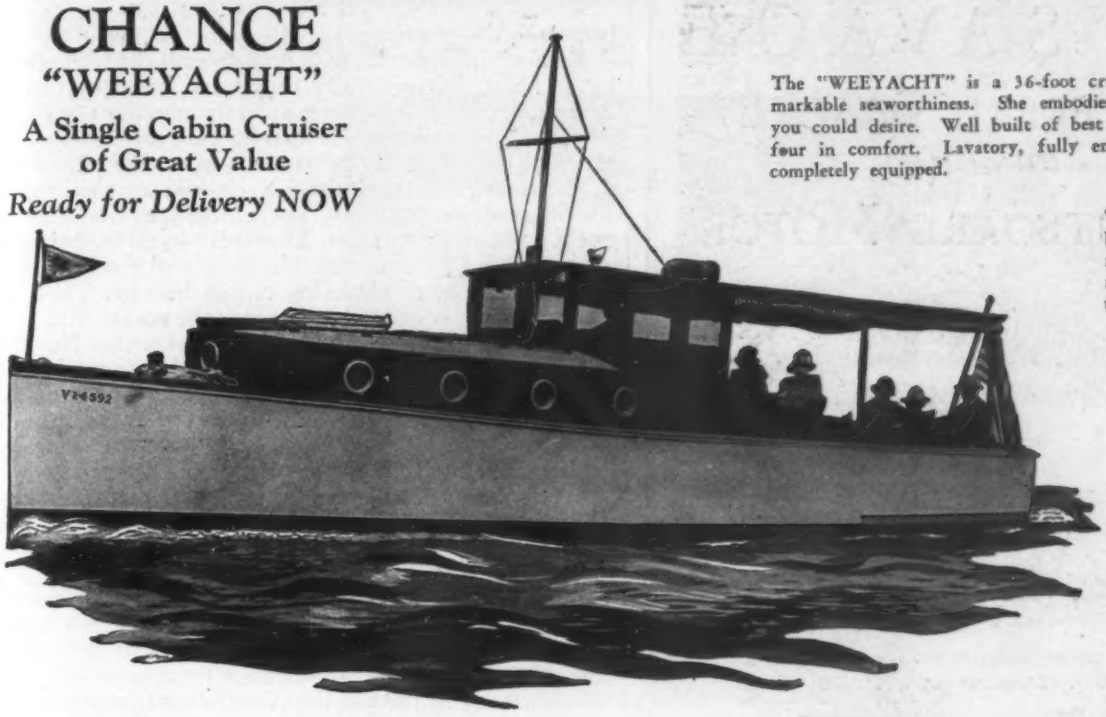
Sally Ann, 40′ sloop. Sold by Spencer Borden to E. D. Morgan, of New York City.

Seriola, 32′ auxiliary schooner. Sold by H. B. Day to Morton Waddell.

CHANCE
"WEEYACHT"
A Single Cabin Cruiser of Great Value
Ready for Delivery NOW

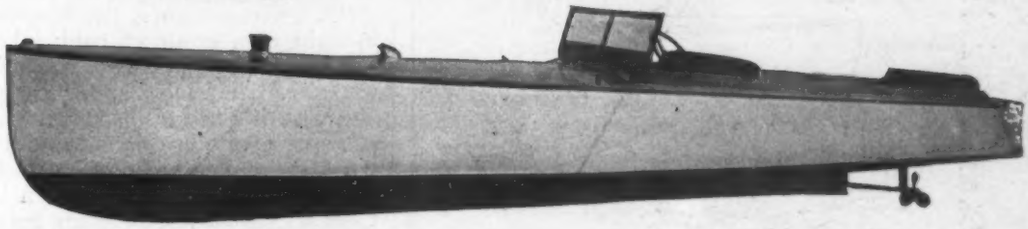
The "WEEYACHT" is a 36-foot cruiser of most remarkable seaworthiness. She embodies everything that you could desire. Well built of best materials. Sleeps four in comfort. Lavatory, fully enclosed galley and completely equipped.

This design can be modified to meet your special requirements. Ask us how.



Speed limited only by your choice of power plant.

This 26-foot, SEMI V-Bottom Runabout has 5′ 8″ beam and draws 1′ 8″. No better boat of her type has been designed. Choice of power plants and a price that will be a revelation to you.



SEMI V-BOTTOM RUNABOUT

The Famous Chance TOMBOY has made hundreds of friends. It is 32′ long, 6′ beam, draft is 25″ and the 14′ Cockpit accommodates 10 persons. Built of the best materials obtainable, fully equipped and priced on a basis of quantity production. Speed up to 38 m.p.h.

FAMOUS CHANCE TOMBOY

"WEEYACHT" is also built with a double cabin. It sleeps four forward and three aft. Engine is under the bridge.

The Chance "MIDDY" is a snappy 20 ft. Round Bottom Runabout and no finer boat of her class is afloat.

Our 26 ft. ALL MAHOGANY V Bottom High Speed Runabout is conceded to be one of the finest Speed Boats ever produced. Staunchly built of the finest materials and powered with your own choice of motor.

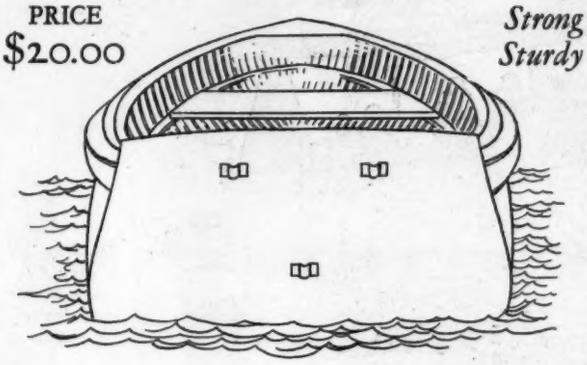
WRITE US FOR FULL DESCRIPTION AND SPECIFICATIONS OF ANY OF THE BOATS ILLUSTRATED. We are developing a 75-foot Cruiser. ASK ABOUT IT!

CHANCE MARINE CONSTRUCTION COMPANY
ANNAPOLIS, MARYLAND

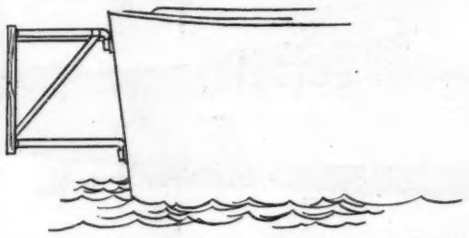
The SAVAGE
UNIVERSAL BRACKET
(Pat. applied for)
for OUTBOARD MOTORS

PRICE
$20.00

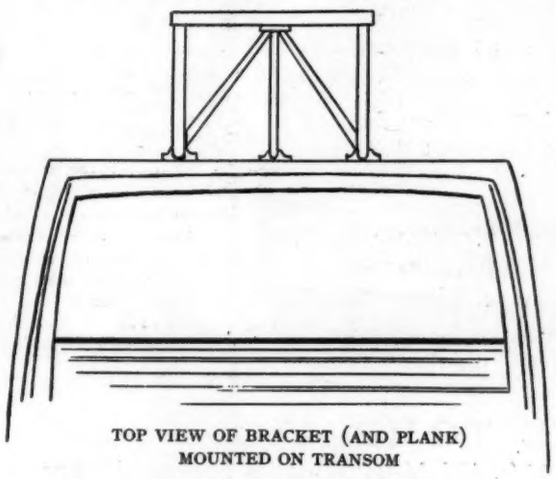
Strong
Sturdy



STERN VIEW OF TRANSOM, SHOWING THREE SMALL PLATES — THE ONLY FITTINGS PERMANENTLY ATTACHED TO THE BOAT



SIDE VIEW, SHOWING BRACKET INSERTED IN TRANSOM BRACKET PLATES



TOP VIEW OF BRACKET (AND PLANK) MOUNTED ON TRANSOM

The SAVAGE BRACKET is of cast manganese bronze. A mahogany plank is provided and any make of outboard motor can be clamped thereon.

The bracket may be lifted out of the three small plate sockets and easily folded up for stowing away.

For sail boats without a stern transom the bracket may be fastened on either side with same results.

Ready for Immediate Delivery

SAVAGE BOAT & ENGINE CO.
780 COMMONWEALTH AVENUE · BOSTON, MASS.

The Paths of the Whalemen

(*Continued from page 56*)

ity. And the change was still going on, year by year.

Some of the important whaling grounds were discovered by accident, but generally they were found by captains who declined to follow the lead to the popular resorts, and who, making light of the risks they were sure to encounter, sailed onward to find new grounds from which they alone might secure the first fruits. Such men were explorers in the finest sense of the title, yet seldom does one hear their deeds sufficiently extolled. They were equal in their enterprise and boldness to the Hudsons and Frobishers and Drakes of a more glittering era in history. They tried every gulf and sea that empties into the ocean; they feared neither warlike natives nor hidden rocks. One New Bedford captain took his ship into the Mediterranean. His trip was not dangerous, of course, and it was made in vain, but it shows the attitude of the enterprising Yankee captains who took every chance and tried every means to outwit their rivals in the search for oil.

What the whalemen did for exploration and discovery, they did quietly and modestly. Few and meager have been the tributes they have received for this service to the world, and yet the representatives of both State and Church did not precede, but followed them to many an unknown land. Many instances could be cited, but we shall mention only one which has a touch of the dramatic about it. It is quoted by Starbuck from an article on the whale fishery in 1834 in the *North American Review:*

"A few years since, two Russian discovery ships came in sight of a group of cold, inhospitable islands in the Antarctic Ocean. The commander imagined himself a discoverer, and doubtless was prepared with drawn sword and with the flag of his sovereign flying over his head to take possession in the name of the Czar. At this time he was becalmed in a dense fog. Judge of his surprise, when the fog cleared away, to see a little sealing sloop from Connecticut as quietly riding between his ships as if lying in the waters on Long Island Sound. He learned from the captain of the sloop that the islands were already well known, and that he had just returned from exploring the shores of a new land at the south; upon which the Russian gave vent to an expression too hard to be repeated, but sufficiently significant of his opinion of American enterprise. After the captain of the sloop, he named the discovery 'Palmer's Land,' in which the American acquiesced, and by this name it appears to be designated on all the recently-published Russian and English charts." Starbuck goes on to say that "a similar experience awaited the English ship *Caribou*, Captain Cubins, who came in sight of Hurd's Island, and, like the Russian, thought it hitherto unknown land. The similarity was carried still further by the appearance of the schooner *Oxford*, of Fairhaven, whose captain informed him that the island was discovered by them eighteen months before."

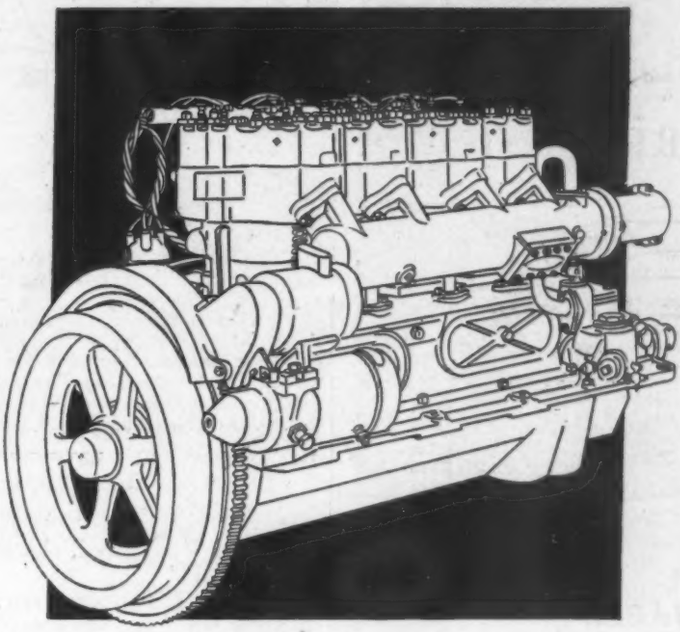
Some Divergent Racing Tactics

(*Continued from page 69*)

I have described that smart, shady individual whose tactics are as questionable as his character, I must offer the inadequacy of my description in his defense, for there is not a trace of anything but good sportsmanship in the game that he plays. His nature, to be sure, is more daring, more individually competitive than the older man's, but beneath the cleverness, or even smartness, with which he handles his boat there is that indefinable something that bespeaks a true sense of fair play, and which, in fact, makes getting beaten by him seem almost a privilege.

I don't know whether there are other skippers in our fleet like these two, but I know who causes the most excitement in a race, and I know also whose lead to follow when the weather is puzzling.

THIS IS THE PALMER ZR



Every Part Accessible

Shallow bays and muddy rivers require an engine easy to clean. The Palmer ZR series not only meets this demand, but it goes further. Each cylinder head may be removed by simply taking off 12 nuts. Sand or sludge may be cleaned from the water jacket by running a wire through two side ports. Bearings and exhaust manifold may be reached by removing cover plates — in short, the engine is accessible.

They are built in 1, 2, 3, and 4-cylinder units, 4-cycle medium duty, designed for continuous service, but sufficiently high speed to be light and to require a minimum of space.

The ZR series is a worthy member of the Palmer line.

The Palmer Line

YT1 — 1 cylinder.... 2 H.P.
PNR1 — 1 cylinder.... 6 H.P.
PNR2 — 2 cylinder....12 H.P.
PNR3 — 3 cylinder....18 H.P.
PNR4 — 4 cylinder....24 H.P.
ZR1 — 1 cylinder.... 7 H.P.
ZR2 — 2 cylinder....18 H.P.
ZR3 — 3 cylinder....30 H.P.
ZR4 — 4 cylinder....40 H.P.
F2 — 2 cylinder....18 H.P.
F3 — 3 cylinder....25 H.P.
F4 — 4 cylinder....35 H.P.
F6 — 6 cylinder....50 H.P.
NK2 — 2 cylinder....25 H.P.
NK3 — 3 cylinder....35 H.P.
NK4 — 4 cylinder....50 H.P.
NK6 — 6 cylinder....80 H.P.
VH — 4 cylinder....14 H.P.
VHL — 4 cylinder....20 H.P.
Little Huskie,
4 cylinder.....15 H.P.

Description

No. of cylinders — 1, 2, 3 and 4.
Bore — 5 ¼ inches.
Stroke — 6 inches.
Speed — 700 to 800 r.p.m.
Power — 7, 18, 30, 40 H.P.
Weight — 425, 775, 1100 and 1300 lbs.
Ignition — Multi cylinder type, Atwater Kent Single cylinder type, Timer.
Lubrication — Forcefeed and Splash.
Clutch — On multi cylinder types, multiple disc.
Base — Enclosed.

PALMER BROS. ENGINES, INC., COS COB, CONN., U. S. A.

NEW YORK, N. Y.
89 Third Avenue, at 12th St.
BALTIMORE, MD.
306 East Lombard Street
PHILADELPHIA, PA.
631 Arch Street

PORTLAND, ME.
Portland Pier
BOSTON, MASS.
Rapp-Huckins Co.,
59 Haverhill Street

NORFOLK, VA.
Gas Engine & Boat Corp.
JACKSONVILLE, FLA.
122 South Ocean St.
PORTLAND, ORE.
Oregon Marine Fisheries
& Supply Co.

SEATTLE, WASH.
Pacific Marine Supply Co.
TAMPA, FLA.
233 South Water Street
MIAMI, FLA.
B. E. Schubert
1008 North West 8th St. Road

STANCO
ONE PIECE TILE

A
WASHABLE
PORCELAIN-LIKE
ALREADY-FINISHED
WALL COVERING
for
BATH ROOMS
TOILETS, GALLEYS and PANTRIES

STANCO TILE will not crack, warp, shrink or buckle under conditions incidental to marine construction and use. It is waterproof and will not absorb dampness.

STANCO TILE has been successfully installed in some of the most modern yachts and is being specified by leading marine architects as a substitute for China clay tile. It has none of its defects yet possesses all of its advantages.

STANCO TILE is made in large sheets with the mortar lines imbedded, giving it a clay tile appearance. Marine architects and boat builders are requested to write for particulars.

ELISHA WEBB & SON CO.
Manufacturer's
SELLING AGENTS
for the
MARINE TRADE
136 S. FRONT ST.
Philadelphia, Pa.

Havana Stages Successful Regatta

(*Continued from page 44*)

As Massaguer saw them. Left, W. J. Conners, Rafael Posso (center), and Senor Raulin.

The class winners were: Biscayne Babies: *No. 12*, Paul Prigg, time, 18:53; Stock Runabouts: *Baby Gar Jr. No. 43*, C. R. Pease, 22:13 (*Habana*, Ramon Suero, made the 12-mile course in 21:32); Gold Cup Boats: *Palm Beach Days*, Wm. McP. Bigelow, 16:24; Baby Gars (large): *Miss Palm Beach*, Mrs. W. J. Conners, 16:07; Free-for-all: *Miss Okeechobee*, Mrs. W. J. Conners, 15:41.

One Poor, Lone Sailorman

(*Continued from page 60*)

"'Sure I'm scared,' he answered, 'scared stiff. But I can make it.'

"Thinks I, if you are gritty as that you can have a chance to show what you are good for, if I put her ashore to pay for it. So I showed him which line to let go, and he started.

"Well, I don't need to go any further; you see it all, and while I feel like a blamed fool for getting ketched this way, seeing that we come out all right, I don't know but I ought to get a little credit for bringing her to as well as I did; for believe me, mister, I was one busy man for a few minutes about the time I got that killick over.

"Guess I'm rested enough now to finish snugging down. Much obliged for that shackle; perhaps I can do as much for the other feller some time to pay for it. See you in the morning if you don't go out too early."

Toward dusk we dropped over in the dory to hear the latest developments as regards the argonauts. In reply to our query as to their whereabouts the skipper answered: "One dose of that medicine was enough for all hands of them. That is, all except the young feller that helped me bring her to yesterday. He come down about ten o'clock and said the fat man wanted to see me up to one of the hotels. So I went over. He said that all the money in the United States Treasury wouldn't tempt him to put foot on that schooner again, and that they was all going over to New London and go to Newport by train.

"Said for me to hire a couple of men and take her down to City Island and put her out of commission. And he give me a check for a whole season's work! What do you know about that? He told me he wasn't much of a yachtsman and now I know he told the truth.

"But here's the funny part of it: when the young feller found that the cruise was over, you'd ha' thought somebody had stole his best girl. Then he brightened up and asked me if he couldn't go back to City Island with me. Said he expected to be drownded every minute after we passed Cerebus and was too scared to even be seasick, but just the same he had never seen anything to equal it and that he was going to learn to handle a schooner if he had to steal the money to buy one with.

"Well, I'm going to take him back with me and when I get this one laid up, I'll take him with me on another that's bound down to the Bay of Fundy; and I'll learn him something before the season is over. It's just such chaps as him that make sailor men. Fellers that can be scared to death and still enjoy it. They are the ones that's got salt water in their veins — and don't know any better."

BUILDERS OF THE FINEST SEA SKIFFS AFLOAT

The Banfield 34-foot De Luxe Cruiser is the most popular sea skiff ever built. Speeds from 20 to 26 miles per hour are available.

THE desire for speed and more speed has inspired Banfield to offer their new models to yachtsmen who are keen on their sport. They are now prepared to provide a combination of de luxe cruising comforts with compactness and greater speed. Today, as in the past, Banfield performance supplies the rapid maneuvering, the quick get away, the fine riding qualities and the excellent features of a splendid sea boat. New superiorities have now been added — making it an outstanding choice among yachtsmen.

Powered with the Latest models of Kermath Marine Motors the new Banfield Sea Skiffs now render a more distinguished service than ever — accentuate the joys of a cruising jaunt with the snap and requisite speed to make ownership a new delight.

Powered by Kermath

38-FT. DELUXE MODEL

100 h.p. Twin-screw Kermath
Speed 16–18 m.p.h.

$12,000

150 h.p. Twin-screw Kermath
Speed 22–25 m.p.h.

$13,700

34-FT. DELUXE MODEL

100 h.p. Twin-screw Kermath
Speed 20–22 m.p.h.

$10,500

150 h.p. Twin-screw Kermath
Speed 24–26 m.p.h.

$12,200

30-FT. SAILFISH MODEL

100 h.p. Kermath
Speed 18 m.p.h.

$4,950

BANFIELD
SEA SKIFF WORKS

ATLANTIC HIGHLANDS NEW JERSEY

Established 1849

SANDS N.Y.

MARINE PLUMBING

"THE STANDARD FOR NEARLY A CENTURY"

New Lavatory for Limited Space

Plate F-566 — The "Major" Vitro-Adamant Flat Back Apron Lavatory on Concealed Hanger. Back, slab, oval basin with overflow and anti-splash rim all in one piece. Size: 18" x 15" x 6" back. This illustration shows Sands' special polished white metal Leverhandle self-closing basin faucets with short spouts, pop-up waste and cast swivel trap with union connection on outlet. Can also be fitted with N. P. brass fixtures.

Write for particulars.

Sanitation and Convenience Our Aim

Plate F-1040 (Patented)

Plate F-1040 — The "Florida" pump water closet, vitro-adamant oval pedestal bowl, **four-inch** combined supply and waste pump; Sands patent safety supply foot valve, and patent back-water check valve; pump finished white enamel with nickel-plated trimmings. Mahogany seat and cover. Cast iron white enameled base plate, **$145.00**

Our No. 50 Booklet sent upon Request

A. B. Sands & Son Co. 22-24 Vesey Street New York

Americans in the Fastnet Race

(*Continued from page 57*)

moods and tenses, is no small handicap. However, *Primrose* got away to a fair start and sloshed along as best she might with squares'l set to a following breeze, and all the other rags she could muster tugging at their sheets.

The story of the race, as such, has been so well told by Weston Martyr that I shall not dwell on it here, but will skip to that part of the battle which brought the *Primrose* from somewhere near last place to a close tussle for first.

It must have been a discouraging sight for the crew of *Primrose*, on the leg across to Fastnet, to watch boat after boat which had turned the mark boiling past on the home track. Cheery, triumphant hails from the leaders with reports such as: "Rounded Fastnet at 4:30, *Jolie Brise* just behind," etc. Rueful, but sporting grins on the faces of the *Primrose* crew, with miles still to go before Fastnet Light even showed over the horizon. Out of nine competitors she was, boat for boat, in sixth place at this point, and held that place around the rock.

As she approached the turning mark, however, it began to blow. "It," which I suppose refers to the God of the Winds, had been moderate and shifting most of the time, but before Fastnet was reached it was blowing "quite peart," and gave promise of blowing "pearter." It fulfilled its promise. *Primrose* blew out her balloon jib just at dark, carried on under plain sail, and on arrival at Fastnet, found it darker and still getting darker, with an ugly sky and wind and sea getting up with a vengeance. When at last Fastnet was rounded after a beat against a nasty chop, wind and sea had reached storm dimensions, sail had been shortened, and the *Primrose* lay over on the starboard tack on a close reach for home.

It was a wild night — and I mean a wild night. Dark as the mood of Dante's *Inferno*, with the wind screaming up aloft and the spray flying masthead high. The waves were steep and breaking, and boarded the *Primrose* at every lunge, sweeping her decks with boiling foam. It was a night that drove some of the contestants to shelter and forced others to heave to. Two men were washed overboard from one yacht, but managed to grab lines and crawl back aboard; and another blew out her mainsail and staggered into port under fore stays'l. But the *Primrose* carried on.

I don't know whether I have yet given a real impression of what that night was like. But if you want to taste something of the same sort and haven't had the experience before, take your (or someone's) schooner out some dark night in the middle of a northwest blow off — well, say off Nantucket Lightship; that would be comparable.

While the skipper was at the wheel during a bad squall, his watchmate took a look aloft and lost his breath watching the sticks whipping back and forth. When he found his breath again he yelled:

"Gawd, we'd better take some more sail off 'er, hadn't we?"

The skipper looked her over for a moment and yelled back:

"Hell, let it blow off!"

And that was that. Well, they didn't blow off, and so far as I know nothing else of importance carried away, which says much for the builders and riggers. The weather moderated in the morning, and *Primrose* made Plymouth longing for a spinnaker and — second by thirteen minutes.

Primrose has blazed the trail for the twentieth century. Let us hope others may follow, and pray for the weather that used to make American clippers break records and show their heels to the rest of the world, because *they carried sail!*

Who'll be the ones to follow her lead this year?

HACKER BOAT COMPANY
BUILDERS OF
Hacker Craft
MT. CLEMENS, MICH

March 31, 1927.

SCRIPPS Motor Company,
Detroit, Michigan.

Gentlemen:-

You will doubtlessly be pleased to learn that we have just shipped one of our new 28 footers to Mr. E.T. Strong, President of the Buick Motor Company, Flint. A G-6, 150 H.P. SCRIPPS is the power equipment.

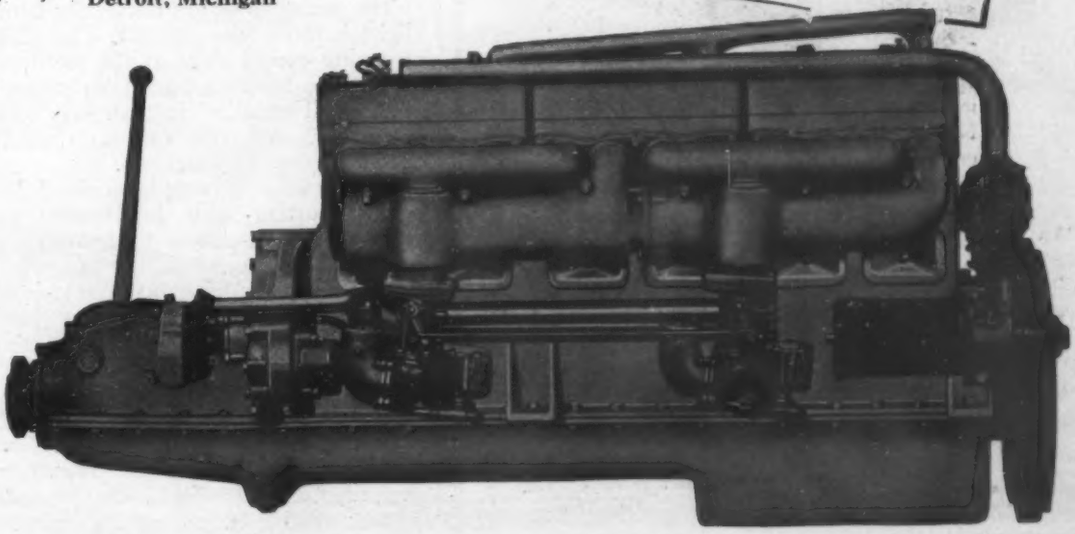
With Mr. Strong's wide experience, not only in the automotive field, but as an enthusiastic and experienced yachtsman, we consider this a marked compliment both for our boats and your engine.

Yours very truly,

L D McCready
Treasurer.

SCRIPPS pre-eminence in the marine engine field is appreciated by all leaders in the industry. Automotive authorities, leading naval architects and boat builders, without exception, voice their approval in substantial form. There are sizes and types for almost every class of marine service requiring from 10 to 150 h. p. Quick delivery service.

SCRIPPS MOTOR COMPANY
5833 Lincoln Avenue · Detroit, Michigan



ANOTHER EXAMPLE *of* BUDA SUPERIORITY

J. W. STONE
BOAT MANUFACTURING COMPANY
MAIN STREET
KENORA

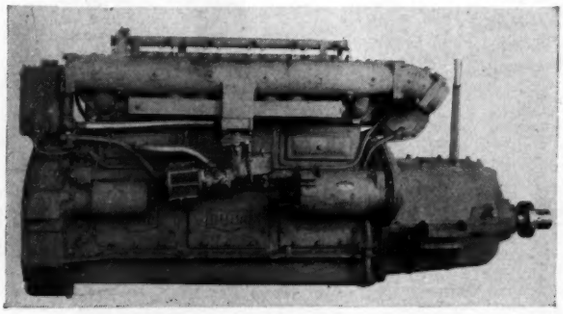
LAKE OF THE WOODS, ONT.

THE BUDA COMPANY:
Harvey, Chicago, Illinois.
Gentlemen:

We would like to have you send us your catalogue, prices and best discounts to dealer of your marine engines. We gave a party your address the other day who is interested in a marine engine and we would like to represent you here as we have had considerable experience with your motors. We have converted 8 or 10 of your truck engines and some of them have been in launches running over 12 years, with records that would make some marine engines look small. We have one motor that has run 12 years, boat has gone over 10,000 miles, the engine has been reground once and today it will start almost every time on the switch.

Yours truly,
THE J. W. STONE BOAT MFG. CO. LTD.
(*Signed*) J. W. STONE
Manager.

JWS/D



Buda is the safest power plant investment you can make. Write for Bulletin No. 580—get all the information—visit one of our Branches and then decide.

THE BUDA COMPANY

Established 1881

HARVEY (Chicago Suburb) ILLINOIS

BUDA POWER

Flapper Clothes on a Crinoline Craft

(*Continued from page 64*)

West Island's dimensions are 31 ft. o.a., 30 ft. w.l., 11 ft. beam, and 3 ft. 6 in. draft. She carries 5,000 lbs. of inside iron and lead ballast. The sail area in the three lowers is 514 sq. ft. For racing she will carry a baby jib topsail, ballooner, spinnaker and a few spare bed sheets if not carried away.

In conclusion, the *West Island*, built by Christopher Briggs in 1892 at Westport, Mass., from a whittled-out model and from native lumber, once more has her hat in the ring in a new rôle. Her original sail area has been reduced over one hundred square feet, but the entering edge has been more than doubled. Although she's not as young as she looks, there's life in the old girl yet, and while she can't show the speed and sylphlike lines of the modern flappers, she sure can "strut her stuff" in the wide open spaces where a boat's a boat.

The Lines of *West Island*

By SAMUEL WETHERILL

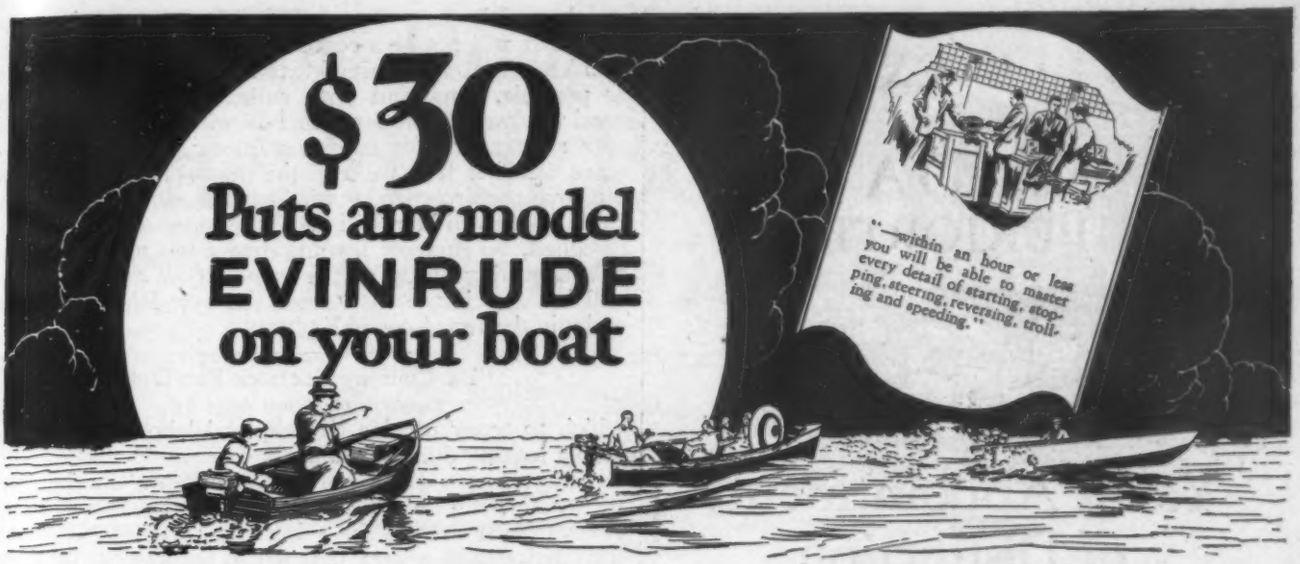
EVER since I owned *West Island* I have wanted to secure her lines, to see on paper the hull which I knew from experience to be such a good one, and to compare it with other double-enders. I finally convinced John Alden of the importance of the project. And so it came to pass that on March 13th one of Alden's coworkers, W. F. McNary, journeyed to Wardwell's yard at Bristol, with the result that we are now able to reproduce the lines of a genuine American double-ender of known performance which differs in many respects from any other craft of the same type which I have run across.

The dimensions of *West Island* proved to be as follows: l.o.a., 30′ 10″; l.w.l., 30′ 1″; extreme beam, 11′ 6″; water line beam, 10′ 3″; draft, without board, 3′ 4″. The freeboard at bow is 3′ 7″, at the stern 2′ 5″, and least, 1′ 10″.

An examination of the lines and sections shows the hull to be quite different from other well known double-enders — for instance, *Caribe*, the Rhodes-developed Colin Archer *redningskoite*, and *Lena M*, the last of the Block Islanders, whose sections are reproduced for comparison. *West Island* is a shoaler bodied boat than either of these, a bit beamier than *Caribe*, and 6 inches narrower than *Lena M*. Her deadrise is remarkable for a shoal craft, and her bilges remarkably soft, with a decided flare above the water line. There isn't a bump or hollow anywhere, and the only reverse curves are in the after sections — and very slight ones at that. Her bilges are firmer than the Block Islander, but much slacker than on the Colin Archer model.

The water lines are decidedly symmetrical, with very slight hollows fore and aft. The diagonals are easy and sweeping except right at the stern, where they are a bit sharp. She hasn't a particularly long side to sail on, nor is she "all ends" — just an easy sweep from one end to the other, and truly fair and sweet for a whittled-out model of some 35 years ago.

After a careful consideration of *West Island* on paper, and cogitating upon her known performance, I have come to the conclusion that though she isn't perfect, she embodies mighty desirable features not found in other double-enders. Any good double-ender makes a remarkably fine cruising yacht — they are the biggest boats for their overall length, with more usable space inside, than any other type; they are wonderful sea boats, perform well under sail or power, and last, but not least, are the world's best steering craft — a feature thoroughly appreciated by real cruising men. And so, with both the good points and the faults of *West Island* in mind, we have prevailed upon Philip L. Rhodes to draw up the plans of a new double-ender, in an endeavor to improve the model for those who want to cruise in comfort in all


$30
Puts any model
EVINRUDE
on your boat
"—within an hour or less you will be able to master every detail of starting, stopping, steering, reversing, trolling and speeding."

Winning! Winning! Winning!

EVINRUDE MOTOR COMPANY'S

Free Trial Guarantee

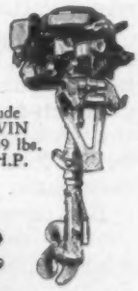
First: From our exclusive copyrighted "Boat-Speed Chart" you know exactly what model EVINRUDE will give you the results you want on your boat. For the first time your purchase of an outboard motor is made without any guesswork whatsoever.

Second: Without instruction, you will attach motor to any boat in one minute. Then follow the simple operating directions.

Third: You will get quick, easy starting, and within an hour or less will master every detail of starting, stopping, steering, reversing, trolling and speeding.

Fourth: If, after just one hour's fair trial you cannot do all these to your perfect satisfaction, notify your dealer of your experience. He will gladly help you make sure that no instruction was misunderstood and is authorized to refund your money if you are then not perfectly satisfied. Return privilege limited to on week.

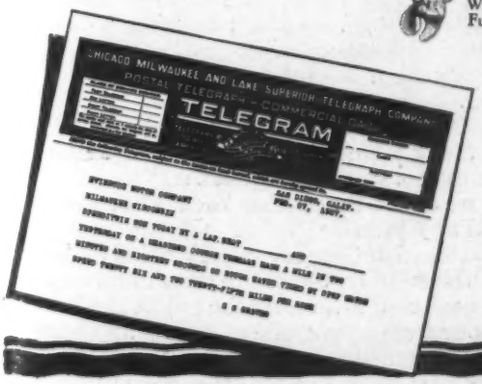
Evinrude
SPEEDITWIN
Weight 75 lbs.
Full 8-H.P.
Speed up to 27
miles per hour.


Evinrude
FASTWIN
Weight 49 lbs.
Full 4-H.P.

Evinrude
SPORTWIN
Weight 44 lbs.
Full 2½-H.P.

26²/₂₅ Miles Per Hour!

(Unofficial Preliminary Speed Trial in rough water).


CHICAGO MILWAUKEE AND LAKE SUPERIOR TELEGRAPH COMPANY
POSTAL TELEGRAPH—COMMERCIAL CABLES
TELEGRAM

3 remarkable "twins" 3 outstanding services

EVINRUDES are the most talked-about outboard motors of the year. Evinrude Motor Company's three remarkable services have astonished the outboard world.

A remarkable combination that is winning the nation—a genuine Evinrude for every boat and buyer. Speeditwin, 8 H. P., weight only 75 lbs.; Fastwin, 4 H.P., weight 49 lbs.; Sportwin, 2½ H. P., weight 44 lbs., Utility Single, 2 H. P., 72 lbs. All three "twin" motors have all of the 12 famous Evinrude features, among which are automatic reverse, dual ignition for easy starting, electric light, self-steering and auto-type lock. Read the Evinrude Free Trial Guarantee at the left. Learn about the Evinrude Boat Speed Guide (Reg. U. S. Pat. Office). Think!—only $30 puts any model advanced Evinrude Motor on your boat. Never before such offers! Never before such outboard motors! And never before such demand for Evinrudes. Sales gains so far in 1927 exceed all records in our 17 years of manufacture.

Winning! First at San Diego! Winning! First at Mobile!

WESTERN UNION TELEGRAM—Mobile, Ala., Feb. 27, 1927. "Took first place. Outran all others by half lap on 3 mile course. Other motors would not run second race. (Signed) M. L. Meyer."

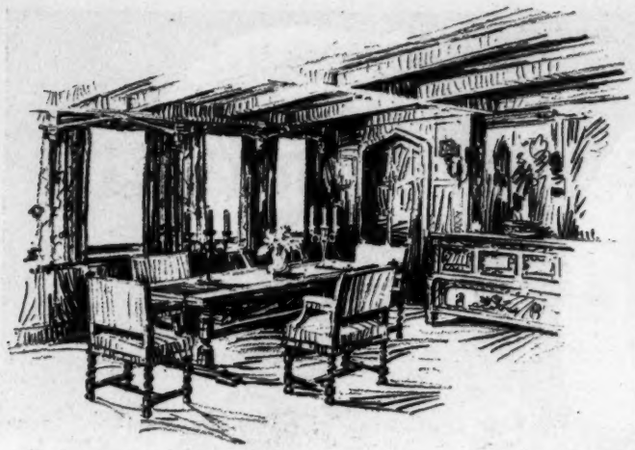
Write for free copy of new 40-page Evinrude Year Book. Motors in actual colors. Shows beautiful waterways, speed records—complete facts.

EVINRUDE MOTOR COMPANY, 1504 27th St., Milwaukee, Wis.

Factory Branches—Sales and Service: 126 W. Bay Street, Jacksonville, Florida; 115 E. 23rd Street, New York City; 259 Atlantic Avenue, Boston, Mass.; 117-119 Broadway, Oakland, Calif.; 124 Second Street, Portland, Oregon; 79 Columbia Street, Seattle, Wash.; 912 Second Avenue So., Minneapolis, Minn.; 434 Shelby Street, Detroit, Mich.; 64 King Street, W., Toronto Ont., Canada.

EVINRUDE

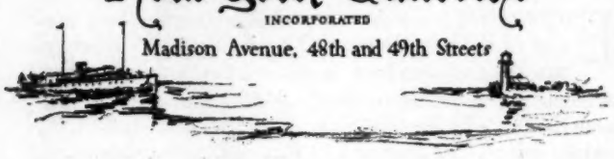
See our Exhibit at the Outdoor Show, Coliseum, Chicago, May 9 to 14.



Yacht Appointments
of Distinction

FURNITURE DECORATION
LIGHTING FIXTURES

New York Galleries
INCORPORATED
Madison Avenue, 48th and 49th Streets



A REAL SEA-GOING TOWEL

This latest of towels is woven of especially strong yarns; its attractive borders reflect the atmosphere of the sea. A set of 6 bath towels (24 x 45 inches), 6 face cloths and 1 mat is $13.50. To be had in blue, rose, gold, lavender or green.

MOSSE
INCORPORATED
730 FIFTH AVE
NEW YORK, N.Y.

weathers. Rhodes will use *West Island* as a guide. The new boat will not be a centerboarder, but will have an iron keel of moderate weight, the draft being kept as low as possible, consistent with sufficient lateral plane for good windward qualities. The hull will be deepened a bit, as a starter towards good headroom; the beam will be some 6 inches less, to keep the displacement down and improve performance to windward in sloppy going; the cabin house will be raised and lengthened a bit, a new rig designed, a couple of layouts drawn up, and — But all this is getting ahead of the game. If all goes well, you will have a chance to glimpse the new Rhodes double-ender in the June issue of YACHTING.

De Courcey Roebuck Fits-Out

(*Continued from page 62*)

which to screw up. He had explained how to tan sails, stop a leaking dinghy and caulk decks.

"But why, oh why," groaned the editor, "has he given me this? Hundreds could have written this — better and with more authority — but there are none who could have written me a story that would sell like one by Hereward de Courcey Roebuck!"

It was too late to make any change. Press-day was upon him, and with a sad and doubting heart, the editor withdrew the flaunting headlines that announced: "A Fascinating New Story by Hereward de Courcey Roebuck," and cancelled the order to the printer for an extra heavy edition of *The Tiller*.

That Easter de Courcey Roebuck did a thing he had never done before. Full of new-found conceit in his prowess as a writer of fitting-out lore, he took a train to the sound with the sole idea of observing the effect on his fellow countrymen of his 5,000 words.

Looking for the anticipated eager struggle on the part of members for possession of the current number of *The Tiller*, he haunted the yacht clubs.

By day he paraded the water front and eyed the derelicts from the winter just past still scattering the foreshore, and looked for exhibitions of the energy and resource that should have been fostered by his writings.

He journeyed to the great open spaces on the environs of the city and looked — vainly — for evidences of the tanning and drying of sails newly coated with the ingredients prescribed by him, and he scanned with attention the nature of the literature perused by the young fellows he saw lounging about the yards and on the verandas of their clubs.

But, though these men were yachtsmen — he knew that by their cheesecutters — he discovered that those who read at all had copies of some popular magazine — usually one of those magazines to which he, Hereward de Courcey Roebuck, contributed fiction. Never a sign did he discover of the reading or assimilation of his "Hints on Fitting-Out!"

The nearest de Courcey approached to his heart's desire was once in his club when he saw a member desultorily glancing through a copy of *The Tiller* while playing "dummy" at bridge. But that member soon cast it from him with an expression of disgust.

"They're jolly hard up for something to print these days," he said.

"Yes," replied a fellow-member, carefully marking his place in "A Sheik's Desire," by Hereward de Courcey Roebuck, "it makes you sick, doesn't it?"

There was no doubt that editor knew what yachtsmen prefer to read at Easter!

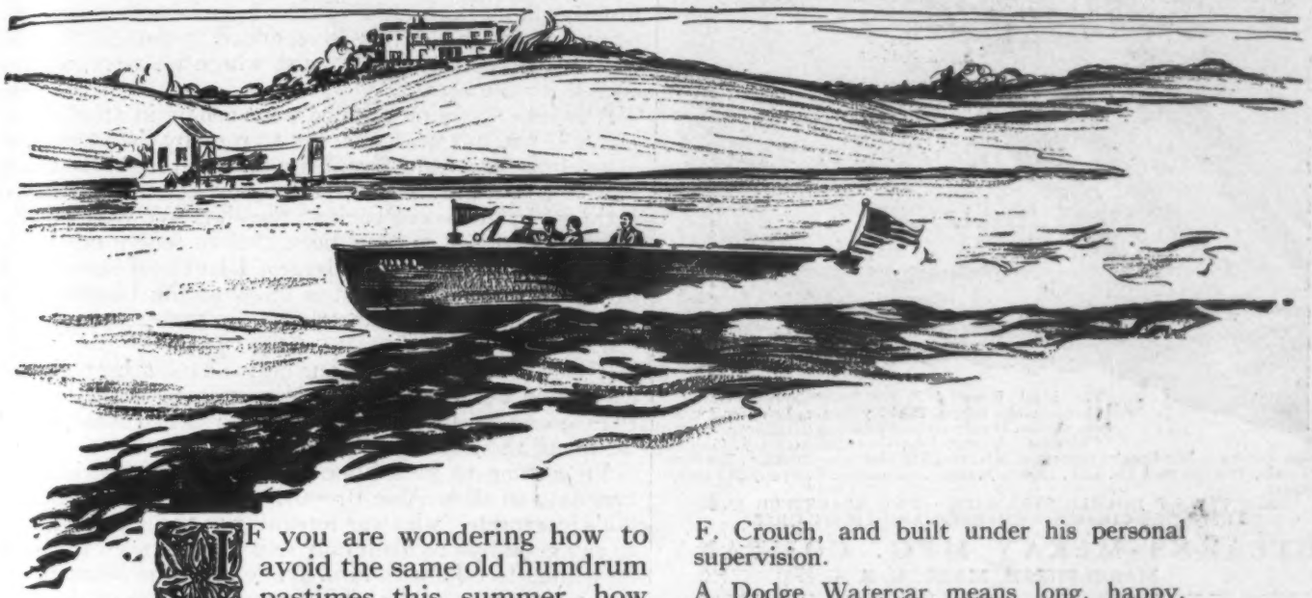
When a chastened de Courcey stood waiting for his train at the end of the holiday, the desire seized him to possess a copy of his neglected article. As the girl at the bookstall took the top one from a neat pile of *Tillers* and handed it to de Courcey, she made an uncalled-for remark:

"That's the first copy I've sold this holiday!"

The Dodge - Watercar

The Ideal Boat For You

~ And Your Young Folks



IF you are wondering how to avoid the same old humdrum pastimes this summer, how to get the greatest enjoyment out of the next six months, the answer is simple —

A DODGE WATERCAR

It is the ideal vacation boat for you and your young folks. Beautiful in appearance and beautiful in performance. Safe, fast, reliable, seaworthy. Easy as the simplest automobile to operate. Designed by the world's most famous naval architect, George F. Crouch, and built under his personal supervision.

A Dodge Watercar means long, happy, healthy days on the water — speed, thrill, racing — or leisurely fishing, picnics, moonlight spins — the world's best runabout, regardless of price — real marine motoring.

THE DODGE WATERCAR

The Boat of a Thousand Uses

Arrange for a demonstration with your family. Drive the Watercar — let your daughter drive it, your wife, your son. The verdict will be unanimous — MUST HAVE IT! Distributors in many cities and towns. There's one near you — ask us.

Four Beautiful Models

at New Prices —

22 ½-ft. 5-7 passengers, 30 h.p. Dodge marine engine. 20 miles.....$2195

22 ½-ft., 5-7 passengers, 100 h.p. Dodge-Curtiss marine engine. 35 miles.....$2765

26-ft., 9-12 passengers, 100 h.p. Dodge-Curtiss marine engine. 33 miles.....$3265

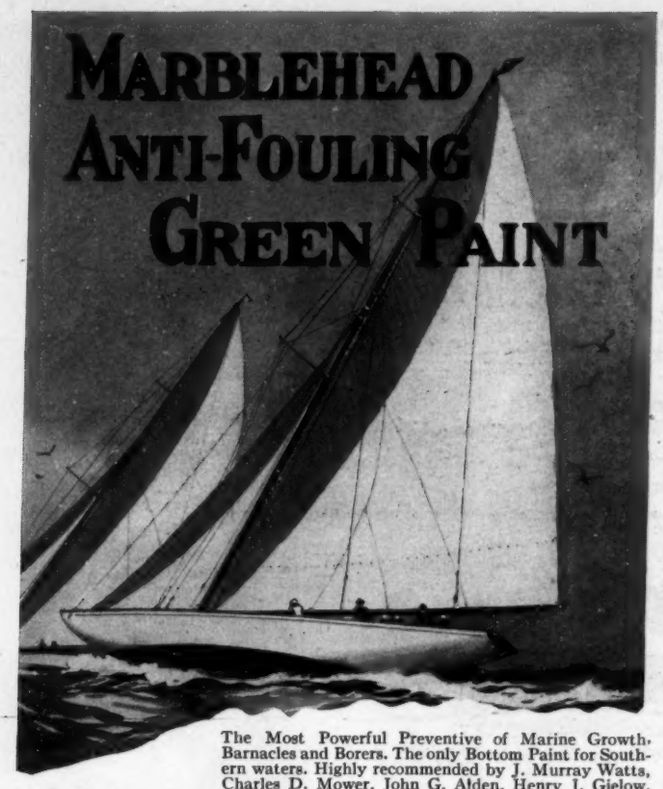
30-ft., 14 passengers, new 250 h.p. Globe marine engine. 45 miles.....$7200

A postal or note brings the interesting illustrated "Book of the Dodge Watercar." It will solve your "what-shall-I-do-with-the-summer" problem

HORACE E. DODGE BOAT WORKS, INC.

572 Lycaste Avenue, Detroit, Michigan

The Horace E. Dodge Memorial Trophy for Motorboat Racing.

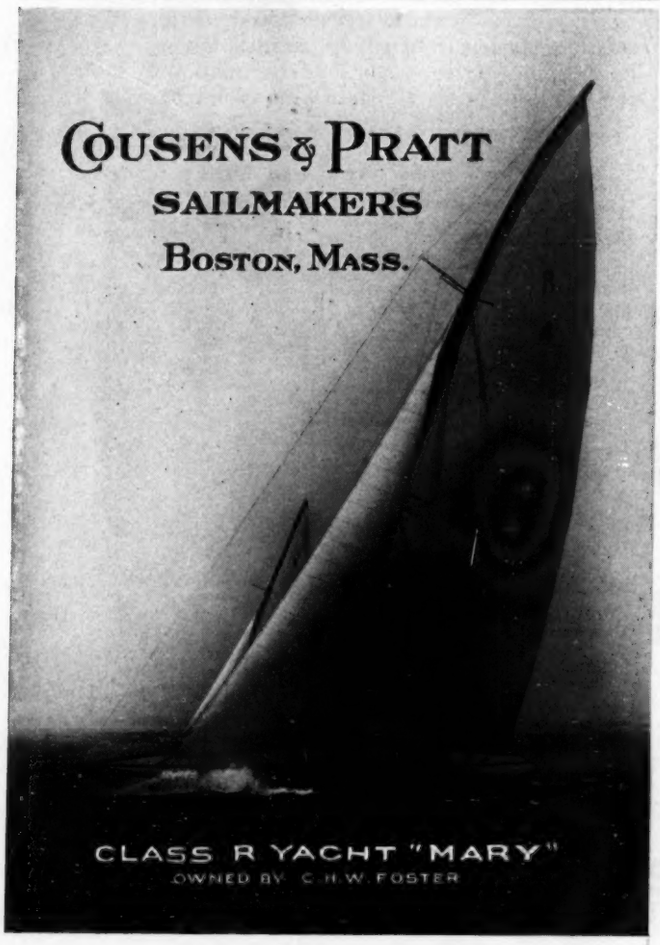


The Most Powerful Preventive of Marine Growth, Barnacles and Borers. The only Bottom Paint for Southern waters. Highly recommended by J. Murray Watts, Charles D. Mower, John G. Alden, Henry J. Gielow, Geo. Lawley & Son Corp'n, Herreshoff Mfg. Co., The Matthews Boat Co., The Elco Works., The Sea Sled Co. Ltd., Luders Marine Construction Company and many others.

ALL PUT UP DOUBLE STRENGTH — TWO BEAUTIFUL AND LUMINOUS COLORS — EMERALD AND LIGHT GREEN

STEARNS-McKAY MFG. COMPANY

MARBLEHEAD, MASS., U. S. A.



A Greenland Cruise in the *Sachem III*

(*Continued from page 50*)

ward, so much so that as we picked our way at night along the coast we found it better to steer from the outline of the islands, which were fairly accurately charted, than to trust to our compass entirely.

On August 25th we entered Port Manvers and started through the inside run for Nain. The *Bowdoin* had gone on a few hours ahead of us. Having come north through this passage I felt certain that I would be able to find my way back. We succeeded, however, in becoming confused among the mass of islands through which our course led. Finally, about dark, we sighted a large bear on one of the points, and with this incentive, added to the fact that we were rather doubtful as to just where we were, we anchored for the night.

A small expedition at once went ashore in an effort to secure bruin, but were soon put to rout by the swarms of mosquitoes and sand flies. Stumbling through the brush in the now semi-darkness they returned to the shore, extremely glad to get back to the ship. We were greatly disappointed not to have been able to secure our black bear. Not only was it the largest I had ever seen, but I firmly believe it was what is know as the Barren Land Bear of which, to my knowledge, no museum anywhere contains a specimen.

The following morning, our brains having been cleared by a good night's sleep, we were able to stumble onto the passage between the islands and reached Nain, where we found the *Bowdoin* already anchored.

Proceeding to Jack Lane's Bay, we stopped there for two days to allow Abie Bromfield, Commander MacMillan's interpreter, who was returning to the states with us, to say good-bye to his family and pick up such things as he wished to take with him. While here, the *Bowdoin* ran up as far as she could into the southern rim of the Bay, while we went to the head of the north rim. There, leaving our boats, we proceeded 10 or 15 miles up the stream at whose mouth we were anchored. A heavy frost of the night before and a strong offshore breeze reduced to a minimum the discomfort from the bugs, so that we were able to do a little fishing and to get some idea of the timber in this part of the interior of Labrador. We had been told that even in this latitude large trees were to be found inland from the sea, but as far as we went we saw only scrub pine and cedar mixed with a few soft-wood trees and a tangled mass through which it was almost impossible to penetrate.

On September 2nd the weather began to change and we started south along the Labrador coast for Point Amour. It was calm, with fog continually threatening, but finally clearing off as we neared the Narrows. By noon, with Point Amour and the wreck of the Cruiser *Raleigh* lying almost in the point of the foghorn, we had clear weather with a rising thermometer and a gradually freshening wind from west-north-west.

It had been in our minds to stop on the Newfounland coast on our return trip, but the beautiful weather with which we were now favored was too good to lose, and so with all sails set and our engine going as hard as we could drive it, we started for Sydney, where we arrived at daybreak, September 4th, having averaged about 10 knots from Assizes Harbor, the fastest run that MacMillan had ever made between these points.

We reached Sydney an hour or so ahead of the *Bowdoin* and dropped anchor to allow her to go to the dock first.

As soon as she had made fast, we tied up alongside of her and all fairly rushed ashore for hair cuts, fresh water baths, fresh fruit and such other luxuries of civilization. Later in the day Ralph Robinson and I visited a cold storage plant where we purchased several small "beef critters" to satisfy the longing of our crews for fresh meat. As soon as we had taken on sufficient oil and fresh supplies

The Dart Junior, 22½-foot, is pictured. Here is a smaller edition of the Dart Runabout, with the Gray 6–90 as standard power equipment. A beautiful, seaworthy craft. Speedy too.

If the Outboard craze has hit you, you'll like our two boats, the 14-foot Hydro and the Lockwood Skimmer. They're ready for immediate shipment from stock. Write for information.

A master-built Runabout

Why not be a proud and contented owner of a Dart this season? You will derive a wonderful lot of pleasure and satisfaction from sitting behind the wheel of this master-built Runabout, whether you are joy riding or zooming past the judges' ship at top speed. Ten-passenger capacity and 26 feet of the finest boat you ever saw . . . quality from stem to stern. If you prefer a smaller boat, consider the eight-passenger Dart Junior. We can surprise you on delivery date if you write us that you're interested. . . . Indian Lake Boat Company, Inc., 348 East High Street, Lima, Ohio.

The DART RUNABOUT

Permanent Display Rooms at—

NEW YORK	PHILADELPHIA	CHICAGO	MIAMI
Bruns Kimball & Co.	Bruns Kimball & Co.	The Motor Boat Mart	Atlantic Boat Yard Co.
50 West 17th	102 So. 4th	1725 Diversey Blvd.	243 S.W. 6th

S. APPEL & COMPANY

Uniforms for Yachting

Yacht Crews Uniformed at shortest notice according to Club regulations

Caps and Devices of all Clubs

Telephone 5382 5383 5384 5385 5386 5387 John

14, 16 and 18 Fulton Street, New York

Write for Catalogue

Sails Cleaned by Naphtha Under Vacuum!

Read This Letter!!

CROCKER-WHEELER ELECTRIC MANUFACTURING COMPANY

NEW YORK

December 18, 1926

Crescent Dry Cleaning Company,
215 Russel Street,
Brooklyn, N. Y.

Gentlemen:

Replying to your letter of the 14th, I have carefully examined the suit of sails of my sloop "Sansai", that were cleaned by your special process, and I am well satisfied with the result.

I would have no hesitation in recommending your service to any yachtsman wishing to have the sails of his yacht cleaned.

Yours very truly,
Edmund Lang
Edmund Lang

We have perfected a process whereby sails can be thoroughly cleaned. There is no shrinking or stretching and absolutely no effect upon fabric or roping. Sails weighing as much as 500 pounds can be handled. *Write today for full particulars.*

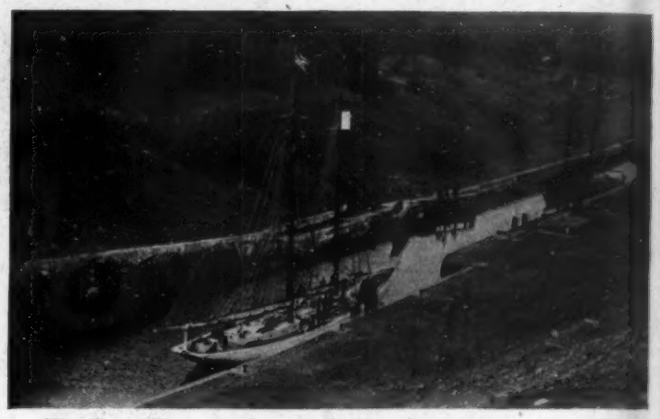
CRESCENT DRY CLEANING CO., INC.
215 RUSSELL STREET, BROOKLYN, N. Y.

to carry us to the coast of Maine, we started on again, turning north a few miles to reach the entrance of the Bras d'Or Lakes. We spent two days in these lakes. I shall not attempt to describe their beauty, other than to say that anyone cruising in their vicinity should most certainly go through them.

On September 6th, we entered the northern end of St. Peter's Canal, which connects the southwest end of the Lakes with salt water, and passed through and out on to the Atlantic again.

As night drew on the wind began to freshen from the southeast, and by morning had risen to a considerable velocity. As we approached Cape Sable the wind drew dead ahead, and for a time blew very hard, so that we were scarcely able to make any progress whatsoever. All but five of us on the *Sachem* were seasick, and we later learned that nearly everybody on the *Bowdoin* was in the same predicament.

By the next evening the wind began to drop, and we



The *Bowdoin* in St. Peter's Canal on the homeward passage.

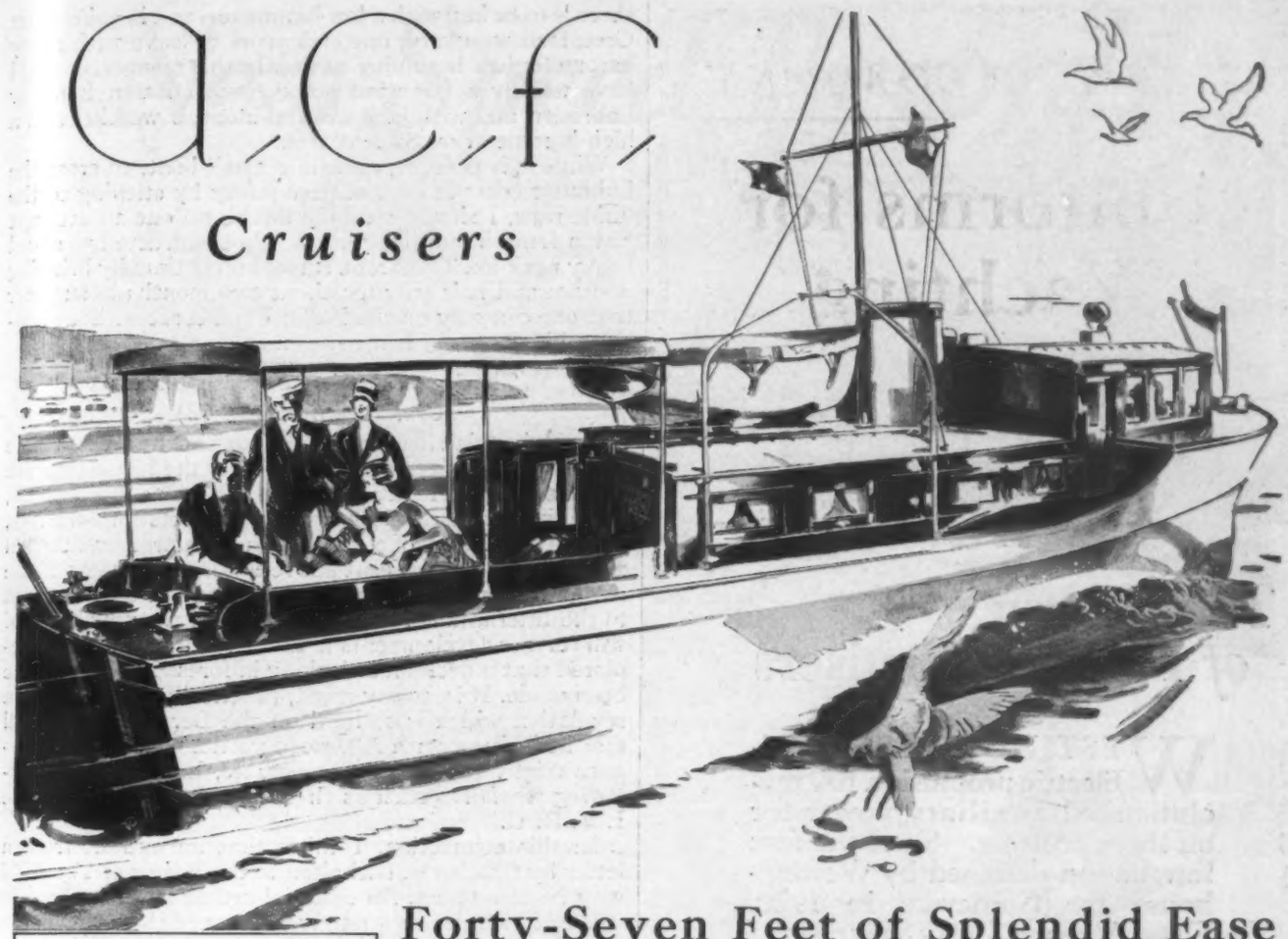
made Brazil Rock light buoy. It seemed as though it must be moving away from us, however, for we sailed and sailed without appearing to approach any closer. Finally, just before midnight, we rounded it and laid our course for Mettinicus. As soon as we had "turned the corner" we had beautiful weather for the last long run of the voyage, with almost a flat calm.

We dropped anchor about four o'clock Thursday morning, September 9th, in Tennants Harbor, having been away from the Maine coast about three months. The *Bowdoin* came in about a half hour later and anchored just ahead of us. The next few days were of more interest to us, glad to get back among our friends again, than to those who may read this article. But in closing I should like to give an outline of the general ice and weather conditions which we found on our summer cruise.

As we went north, the last of June, the Straits of Belle Isle had just cleared the pack-ice, and while we found comparatively little fog along the Labrador coast, each time we attempted to go out from the shelter of the islands we struck pack-ice far too heavy for any lightly built yacht to pass through safely. When, about the middle of July, we left the Labrador coast, it was with considerable difficulty that we navigated through this pack-ice, which I had been told was much heavier this year than usual. However, once through it and past the line of icebergs, we saw no ice whatsoever, nor was it probable that we should encounter any until we reached the Greenland shore and arrived nearly at Disko Bay. We did find, however, that while we usually had clear weather on the narrow bays of the Greenland coast, there seemed to be an almost perpetual bank of fog lying offshore, along the edge of the outer island. Sometimes this would rise for a time, only to settle again with great suddenness, blotting out the shore line entirely. The best weather on the Greenland

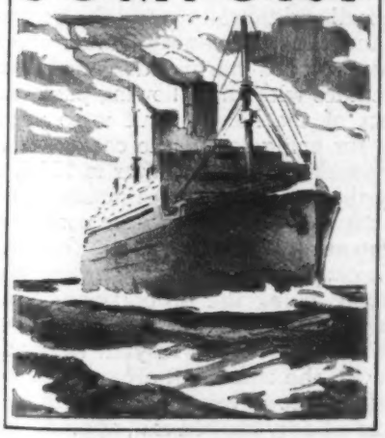
a.c.f.

Cruisers



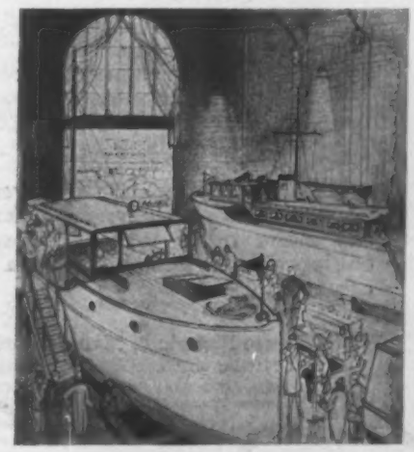
Forty-Seven Feet of Splendid Ease

COMFORT



This handsome, dashing 47-ft. A. C. F. Cruiser has found the "open sesame" to cruising comfort and spaciousness. Her designers, of course, gave their first thought to seaworthiness— balance, stability, strength, without comparison in similar sized yachts. Each A. C. F. Cruiser rides "as smooth as silk". Then came the application of years of scientific study to features of arrangement, roominess, lounging comfort. Cockpit for seating eight persons; cabins with full headroom; galley with wide armroom, ample storage spaces; comfortable berths for eight. Built-in bureaus, china cabinets, lavatories, ice chest, sinks, complete furnishings such as silverware, linens, bedding, upholstered furniture, rugs, kitchen utensils, etc., make living on the A. C. F. 47-foot Cruiser always a delight. Deserving of most critical appreciation are the Hall-Scott Marine Engines with which all A. C. F. Cruisers are powered. 100 horsepower — effortless action — cruising radius 700 miles.

The A. C. F. Cruisers are in the following sizes: 68 ft., 47 ft., 41 ft. and 35 ft.



We have established a new department for custom built yachts and invite your inquiries

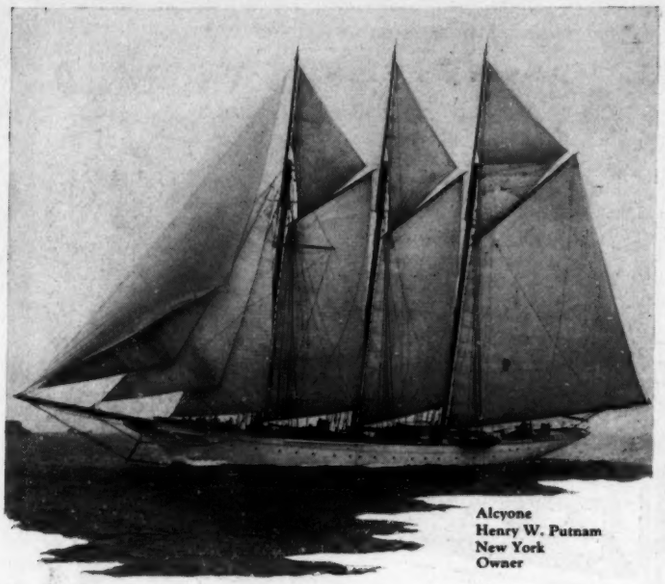
AMERICAN CAR AND FOUNDRY COMPANY

217 West 57th Street, New York City

DISTRICT REPRESENTATIVES

Miami, Florida—Chenevert & Co. 615 First National Bank Bldg.
West Palm Beach, Florida—C. P. Whitney Care of Bryant & Gray
Chicago, Ill.—Ward A. Robinson 58 E. Washington St.
Detroit, Mich.—Chenevert & Co. 325 Ford Bldg.

A. C. F. Cruiser designed by Eldridge-McInnes, Inc., Naval Architects



Alcyone
Henry W. Putnam
New York
Owner

The Power
of Famous Cruisers

WESTINGHOUSE Diesel-Electric propulsion has revolutionized auxiliary power for off-shore cruising. Since the first installation designed by Westinghouse for Guinevere in 1920, Elfay, Alcyone, Cutty Sark, Aloha and other famous cruisers have been re-equipped with this more suitable and desirable type of power.

For auxiliary power, especially in off-shore cruising, Westinghouse Diesel-Electric propulsion has many advantages such as:

Great cruising radius
Ideal weight distribution
Better space arrangement
Extreme flexibility
Control from wheel
Ease in handling

For full power yachts it has even greater possibilities as is shown by Valero II and the many other types of power craft equipped by Westinghouse with this type of power.

Westinghouse Electric & Manufacturing Company
East Pittsburgh Pennsylvania
Sales Offices in All Principal American Cities
Service Stations in Principal American Ports

Westinghouse
X92725
Diesel-Electric
Propulsion

shore is to be had with a low barometer, and in going from Greenland westward, one endeavors to leave with a low barometer just beginning to rise. In this manner, one will have usually a fair wind going toward Baffin Land or Labrador, and with luck will run into fair weather and a high barometer on those coasts.

While it is possible, even in a small boat, to cross the Labrador coast in comparative safety by sticking to the inside runs, I should strongly advise no one to attempt Baffin Land in anything but a ship constructed to stand heavy pack-ice. The Arctic current is continually bringing it down and it is only for about two months in summer that one can stay on the Baffin Land coast without considerable danger of being frozen in.

The Large Yachts in British Waters

(*Continued from page 72*)

likely be justified in practice, although at the present time there is very little evidence insofar as the big yachts are concerned; but a regulation has also been adopted which, while fixing a limit to the height of masts for *both* rigs, allows the sail plan of a yacht with a mainsail and topsail rig to extend ten per cent above this limit. In view of the recent agreements I have already referred to, in regard to the International Rating Rule and of the possibility of still further developments in this direction, it is to be deplored that a decision so lacking in foresight should have been made. It is, to my mind, practically certain that a regulation which is so hard on the Bermudian rig will find little favor with American yachtsmen. A rig allowance might possibly be acceptable, but not a *rig-distorting regulation* such as that recently adopted by the I. Y. R. U.

In this connection, I think that an extract from a letter by Charles E. Nicholson to the Editor of *The Field* may be of interest. An editorial article had appeared in *The Field* which was strongly in favor of the new rule, in regard to the height of masts and sail plans. Diagrams were given, in which the relative height of masts allowed by the rule for the mainsail and topsail rig and the Bermudian rig were shown, and the disadvantage under which the Bermudian has been placed warmly defended. Mr. Nicholson's letter concludes with the following passages:

"You say the object of the height limit is to make yachts seaworthy and for going round the coast, but if the safe limit of a Bermuda rigged 75-footer is 125 feet above L. W. L., surely the same yacht with mainsail and topsail rig and mast 12 ft. 6 in. higher must be positively dangerous according to your "old salt's" ideas. You refer to the yacht designer's proper desire to copy nature and to have a mainsail approaching the proportions of the wings of fast birds; the "falcon, swallow and swift," but you do not approve of such efficiency. In your Bermuda sail plans, to obtain even the small sail area you show, you are forced to add four feet to your boom, which with the short mast produces a badly-shaped sail, approaching more the proportions of the wing of a barn door fowl not renowned for flying speed."

Then follows a technical criticism of the diagrams, and Mr. Nicholson concludes: "When it is realized that the present rating has probably banged the door against the proposed visit of Mr. Tod's new American 75-foot Bermudian cutter next year because she does not comply with this new rule, it will possibly be reconsidered. I cannot conceive that he would be willing either to cut her down about 17 feet to come to our terms, or to alter his rig to the gaff cutter, a rig which America apparently considers out of date. It is, however, conceivable that he would be willing to cut off the amount required to comply with the gaff cutter height limit. That height is well and amply fixed, but the Bermuda, which requires more on the same area, should at least have the same, and there is no sound argument that it should not."

New Speed Records SET BY JOHNSON

Above—Start of the 4½-mile Free-for-all for outboards at Miami Beach, March 18th.

Baby Bandit (above), winner of the Col. E. H. R. Green trophy, at Miami, March 18th. Powered with a Big Twin.

Sister Tampa holds two world's records: 26.53 m. p. h. in mile trials made at Mt. Dora, Fla., Feb. 21st, and 25.89 m. p. h. made in competition at Tampa March 5th.

Again! Johnson wins the Col. E. H. R. Green Trophy

Against one of the fastest fields ever entered in an outboard racing event "Baby Bandit" a Johnson powered step plane, driven by J. A. Fiske of Cocoa, Fla., won the famous Col. E. H. R. Green trophy at Miami Beach.

Emblematic of the world's championship this most coveted trophy, valued at $3500, comes to Johnson for a second time, having been won in 1926, the first year it was given, by a Johnson powered boat.

"*Poison*"—powered by a Johnson Big Twin was second. "*Baby Wanderjax*" also Johnson equipped was third.

THROUGHOUT the Florida racing season—at Palm Beach, Miami, Tampa, Sarasota, Mt. Dora and Jacksonville—Johnson Motors have won impressive victories.

—a new world's record of 26.53 m. p. h. in electrically timed mile trials was made on February 21st.

—25.89 m. p. h., a new world's mark in competition, was made on March 5th.

—the Nation's most coveted outboard trophy, the Col. E. H. R. Green cup, comes to Johnson for the second time.

Especially significant of the inbuilt speed and stamina of Johnson Motors is the fact that Johnson powered boats won every place in Class "C" and Free-for-all events in every racing event during the Florida season.

Performance such as these Florida victories indicate, is the kind of performance to be expected from the new 1927 Johnson Twins. They mark a new standard of outboard motor efficiency.

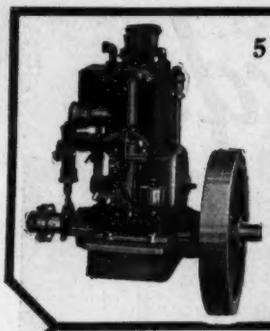
JOHNSON MOTOR COMPANY, 3634 Sample Street, South Bend, Indiana

Export Division: 75 West Street, New York, New York, U. S. A.

Canadian Distributor: Peterborough Canoe Co., Peterborough, Ontario, Canada

WORLD'S LARGEST MANUFACTURER OF OUTBOARD BOAT MOTORS

Johnson Outboard Motors



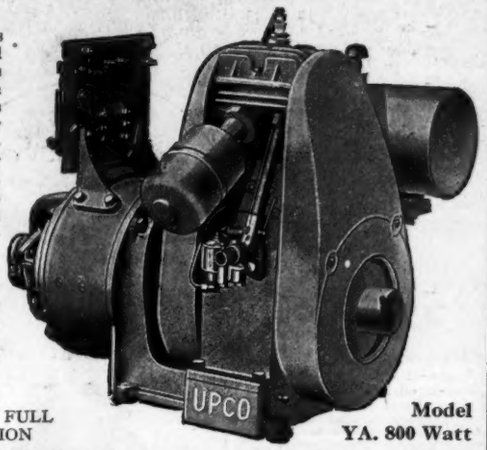
5 H. P. SINGLE CYLINDER BULL DOG

The best small four-cycle single cylinder Marine Engine. Overhead valves. Combination pre-heated manifold enables the use of either gasoline or kerosene. Bore 3¾", stroke 4½", speed 200 to 1000 r.p.m. Counterbalanced crankshaft. Weighs 155 lbs., with gear 210 lbs.

BULLETINS UPON REQUEST

UPCO Lighting Plants

The famous UPCO light and power plant is built in eleven different sizes suitable for either boat installation or general use. These plants are guaranteed to give the utmost service. They are complete electric power plants and a steady flow of current is supplied at low cost.



WRITE FOR FULL DESCRIPTION

Model YA. 800 Watt

UNIVERSAL PRODUCTS CO.

DOMAN DIVISION

711 NEBRASKA STREET • • • OSHKOSH, WISCONSIN

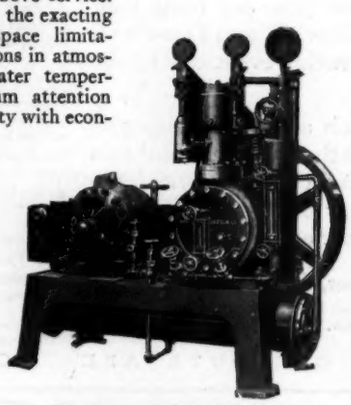
PREFERRED REFRIGERATION

For the smaller and medium size yachts

THE Brunswick Self-Contained Refrigerating and Ice Making Units are especially adapted for the above service. These Units meet the exacting requirements of space limitations, of fluctuations in atmospheric and sea-water temperatures, of minimum attention and of dependability with economy.

Some recent installations of Brunswick Self-Contained Units

M/Y. FAITH
H/B. GADFLY
M/Y. GOODWILL
H/B. GRACEWIN
M/Y. IRWIN



The Brunswick Self-Contained Unit—Built in five sizes

13

BRUNSWICK-KROESCHELL COMPANY

Refrigerating & Ice Making Machinery — Power & Heating Boilers

New Brunswick, N.J. • • • Chicago, Ill.

DISTRICT DISTRIBUTION & SERVICE IN PRINCIPAL CITIES

Many Yachts Building in New England

(*Continued from page 68*)

F. D. LAWLEY, INC., QUINCY

68 Ft.	Power	Chas. H. Jones, Boston....	F. D. Lawley	Sterling	.....
50 Ft.	Power	NoyesMar.SalesCo., Boston	F. D. L.	Sterling	.....
45 Ft.	Power	G. E. Graham, Springfield.	F. D. L.	Redwing	.....
45 Ft.	Power	NoyesMar.SalesCo., Boston	F. D. L.	Redwing	.....

GEORGE LAWLEY & SON CORPORATION, NEPONSET, MASS.

68 Ft.	Power	S. A. Greenlee, Phila.....	Lawley Corp.	Sterling	.....
68 Ft.	Power	....	Lawley Corp.	Sterling	.....
62 Ft.	Power	W.S.Hammons, Portl'd, Me.	Lawley Corp.	Sterling	.....
48 Ft.	Power	G. K. Simonds.....	Lawley Corp.	Scripps	.....
38 Ft.	Power	E. S. Kelley, Duxbury....	Lawley Corp.	Scripps	.....
38 Ft.	Power	Dr. C. J. Pflug, Brooklyn .	Lawley Corp.	Scripps	.....
38 Ft.	Power	....	Lawley Corp.	Scripps	.....
38 Ft.	Power	....	Lawley Corp.	Scripps	.....
38 Ft.	Power	....	Lawley Corp.	Scripps	.....
38 Ft.	Power	....	Lawley Corp.	Scripps	.....

FRED W. GOELLER, JR., QUINCY

65 Ft.	Power	C. A. Root, Uxbridge.....	Parkhurst	Sterling	.....

GEORGE F. LAWSON, DORCHESTER, MASS.

39 Ft.	Ketch	Alex. Moffatt, Brookline...	Lawson	Redwing	.....
39 Ft.	Ketch	A. M. White, Oyster Bay .	Lawson	.....	.....

FRANK C. PAINE, BOSTON

35 Ft.	Class R	Frank C. Paine, Boston....	F. D. Lawley	.....	Ratsey Burrows

H. S. PARKHURST, ONSET, MASS.

65 Ft.	Power	C. A. Root, Uxbridge.....	H. S. P.	Sterling	.....

RICE BROTHERS CORPORATION, EAST BOOTHBAY, ME.

27 Ft.	Knebt.	H. Sibley, Rochester, N. Y.	Rice Bros.	.....	Cousens
27 Ft.	Knebt.	Adele K. Merrill, Bedford Hills, N. Y.....	Rice Bros.	.....	Cousens
27 Ft.	Knebt.	Walter C. Jenney, Phila....	Rice Bros.	.....	Cousens
27 Ft.	Knebt.	Mrs. Fred'k Fox, Bangor...	Rice Bros.	.....	Cousens
27 Ft.	Knebt.	Edsel B. Ford, Detroit....	Rice Bros.	.....	Cousens
26 Ft.	Knebt.	John A. Bates, Morristown, N. J.....	Rice Bros.	.....	Wilson
26 Ft.	Knebt.	Rob't K. McInnes, Princeton, N. J.....	Rice Bros.	.....	Wilson
26 Ft.	Knebt.	....	Rice Bros.	.....	Wilson
26 Ft.	Knebt.	....	Rice Bros.	.....	Wilson
26 Ft.	Knebt.	....	Rice Bros.	.....	Wilson
26 Ft.	Knebt.	....	Rice Bros.	.....	Wilson
20 Ft.	Knebt.	Helen Goodwin, Hartford .	Rice Bros.	.....	Wilson
20 Ft.	Knebt.	Mary Volkman, Boston...	Rice Bros.	.....	Wilson

SEA SLED, WEST MYSTIC, CONN.

A large number of Sea Sleds.

GEORGE W. SHIVERICK, KINGSTON, MASS.

22 Ft.	Knebt.	W. R. Amesbury, Aub'dale	Shiverick	.....	McClellan
22 Ft.	Knebt.	A. B. Holmes, Kingston...	Shiverick	.....	McClellan

STAPLES, JOHNSON & CO., BIDDEFORD, ME.

38 Ft.	Power	H. Kelly, New York.....	S. J. & Co.	Van Blerck	.....
37 Ft.	Power	Clarissa Jenkins, N. Y....	S. J. & Co.	Kermath	.....

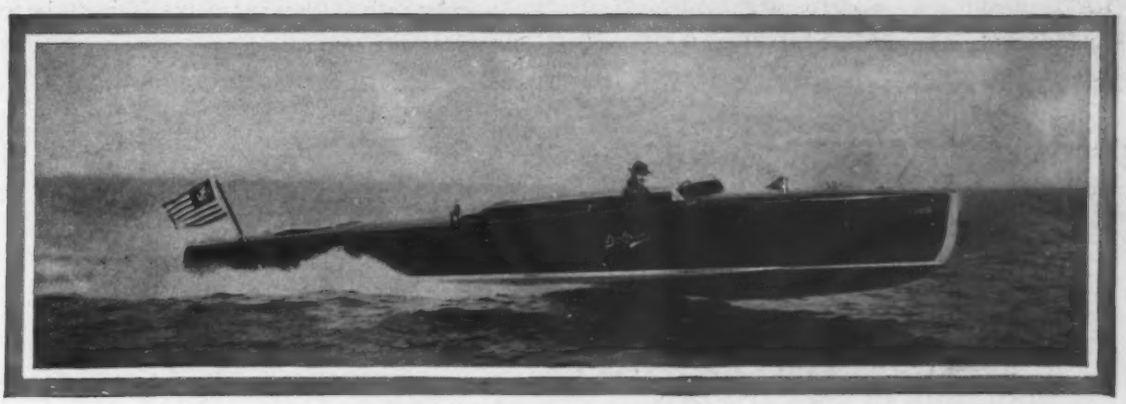
RALPH E. WINSLOW

82 Ft.	Power	..... Boston...	.....	M'ray&T.	.....
62 Ft.	Power	C. S. Brown, Syracuse.....	Britt	Hall-Scott	.....
62 Ft.	Power	S. E. Hutchinson, Phila....	.....	M'ray&T.	.....
54 Ft.	Power	H. B. Alker, New York...	Staples	Sterling	.....
40 Ft.	Power	Walter Baldwin.....	N. Haven M.C.	.....	.....
40 Ft.	Schr.	A. T. Huke, Jamaica, L.I..	.....	.....	.....
40 Ft.	Power	....	Staples	.....	.....
		(Five of above)			
37 Ft.	Yawl	D. S. Sterrett, Erie, Pa....	.....	.....	.....
35 Ft.	Power	B. Eliza. Drake, Seattle...	.....	.....	.....
35 Ft.	Power	C. B. Morden, Bad Axe, Wis.	.....	.....	.....
35 Ft.	Power	C. S. Redfield, New York .	.....	.....	.....
26 Ft.	Sloop	H. H. Larkin, Buffalo.....	.....	Hallett	.....
26 Ft.	Sloop	Dr. E. P. Hussey, Buffalo..	.....	.....	.....
25 Ft.	Sloop	T. E. Brown, Madison, Wis.	.....	Gray	.....
25 Ft.	Sloop	T. E. Byrne, L. Angeles....	.....	.....	.....
22 Ft.	Knebt.	..... Bar Harbor...	Lawson	.....	.....

RECAPITULATION

Designer	*Power*	*Auxiliary*	*Sail*	*Total*
John G. Alden	2	36	45	83
Francis W. Belknap	10	.	.	10
Reuben Bigelow	1	1	.	2
Cape Cod Shipbuilding Co.	1	.	.	1
Casey Boat Building Co.	2	4	.	6
Samuel S. Crocker, Jr.	2	2	.	6
Crosby Yacht Bldg. & Storage Co.	1	2	.	5
Crowninshield B. & H.	1	1	.	2
J. M. Densmore Co.	2	.	.	2
Eldredge-McInnis, Inc.	120	2	.	122
Goodhue & Hawkins	1	.	.	1
Gray Boat	4	.	.	4
William H. Hand, Jr.	3	3	1	7
L. Francis Herreshoff	1	.	1	2
Herreshoff Manfg. Co.	.	2	6	8
J. F. James & Son	.	1	.	1
F. D. Lawley, Inc.	1	.	.	1
George Lawley & Son Corp.	9	.	.	9
George F. Lawson	.	2	.	2
Frank C. Paine	.	.	1	1
H. S. Parkhurst	1	.	.	1
Rice Brothers	.	.	13	13
Sea Sled	200	.	.	200
George W. Shiverick	.	.	2	2
Staples, Johnson	2	.	.	2
Toppan Boat & Engine Co.	.	.	1	1
Ralph E. Winslow	7	4	1	11
	371	60	70	501

HACKERCRAFT



An unretouched picture of the Dolphin-Deluxe

DOLPHIN-DELUXE

In this massive 28-foot *Deluxe* model, we claim an easier riding, a dryer and more seaworthy runabout than any of its size ever produced. It has the roomiest cockpit and is without question the fastest, most refined, best performing high class runabout under $7000 in America today. *Price completely equipped, Model G Scripps Motor, $4950.*

An unretouched picture of the Dolphin

DOLPHIN

This little craft has in proportion all the fine qualities of the *Deluxe* model. It will positively outperform and give better riding qualities, with much greater speed than any runabout of equal power in America. *Price completely equipped, Model FS Scripps Motor, $3450.*

A Pair of Thoroughbreds

These *Hackercraft* are the masterpieces of John L. Hacker, designer or originator of most of America's fast boats. Let us prove these claims by actual tests. You be the judge.

See These Models on Display

JOHN WANAMAKER STORES
New York City

CHICAGO MOTOR BOAT MART
Chicago, Illinois

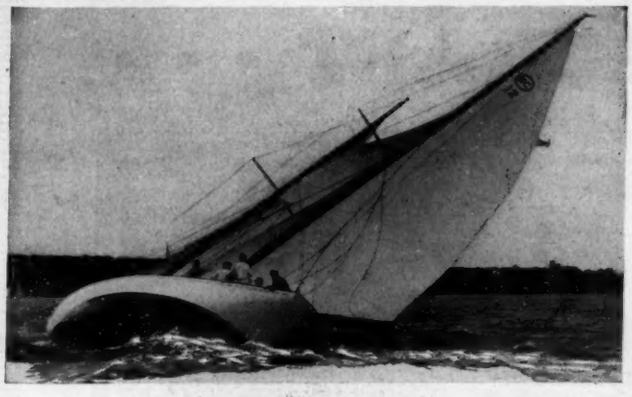
WALTER H. MORETON CORPORATION
Boston, Massachusetts

BELLE ISLE BOAT AND ENGINE CO.
Detroit, Michigan

Catalogue will be mailed promptly on request

HACKER BOAT COMPANY
MT. CLEMENS, MICHIGAN

Valuable territory still open. Write for attractive dealer's and agency terms



TRADE MARK
Homelite
REG. U.S. PAT. OFF.

Reliable–Economical–Compact

Electric Light and Power

for your boat, camp, or home

For sure, dependable lighting under all conditions, and ample power for grills, toasters and other appliances, HOMELITE is supreme in its field. Compact and efficient, it requires a minimum of space. Operating on gasoline or kerosene it is economical. Safe and trouble proof. Over 10,000 in use in all parts of the world.

Ask your dealer or write us for full details. Dept. Y 5.

$225 F.O.B. Port Chester

SPECIFICATIONS

Length 21", width 14", height 21".

Weight: 110 pounds. Ball bearing throughout.

Engine: Single cylinder, air-cooled.

Carburetor: Adjustable to various types of fuel. High tension Bosch Magneto 1700 R.P.M.

Generator: Six pole, shunt-wound. Output, 600 watts, direct current.

Voltage: 32 or 110 volts.

Control: Automatic electric governor.

Operates: With or without batteries. Will light 40 lights continuously, appliances such as toasters, grills, electric fans, irons, etc. or machinery up to ½ hp.

HOMELITE CORPORATION
Port Chester, New York

MARINE DISTRIBUTORS:

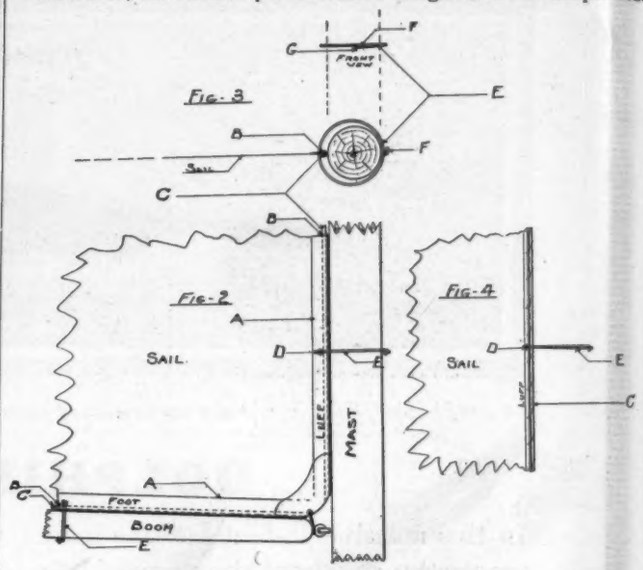
Fellows & Stewart, Wilmington, Calif.
Gray Marine Motor Co., Toronto, Canada
A. M. Deering, Chicago, Ill.
Walter H. Moreton Corp., Boston, Mass.
Cumings Bros., Detroit Mich.
V. E. Lacy, Rochester, N. Y.
Smith-Meeker Engineering Co., New York City
Wm. M. Ragan & Sons, Washington, D. C.
Benjamin Hogg, Jensen, Florida
Hector Mac Rae, Baltimore, Md.
W. E. Gochenaur Mfg. Co., Philadelphia, Pa.
Hoffar-Beeching Shipyard Ltd., Vancouver, B.C.

Reducing Sail Area of Model Yachts

(*Continued from page 79*)

experience what it means in a jump of a sea to get a balky model under control, let alone making any changes in her tophamper. It takes an acrobat and equilibrist to stand up in a skiff and "monkey" with something that will not stay put, with the possibility of a spill in the briny.

However, with a little perseverance things can be accomplished.



John Black Heads Model Yacht Racing Association of America

AT a special meeting of the Model Yacht Racing Association of America, held in New York, March 16th, John Black, of the Boston Model Yacht Club, was elected President, vice F. D. Trapp, resigned, and Wellington Rindge, also of Boston, was chosen to act as Secretary of the association, succeeding E. F. Judd, who has held that position for several years. Mr. Trapp's resignation was made necessary by reason of an anticipated two years' absence in Australia.

It will be remembered that John Black represented the association in England last summer when he sailed his *Bostonia* in the international races at Gosport for the *Yachting Monthly* Cup, finishing in second place.

The other officers of the Association, elected at the annual meeting in December are: Herbert L. Stone, Vice President, E. A. Bull, Prospect Park Model Yacht Club, Treasurer.

The active clubs in the association are: Central Park Model Yacht Club, Prospect Park Model Yacht Club, Montclair Model Yacht Club, Boston Model Yacht Club, Rhode Island Miniature Yacht Club, Washington Model Yacht Club, Detroit Model Yacht Club and Ogden Park Model Yacht Club, Chicago.

British Model Yachtsmen Entertain American Yachtsman

DURING a visit of F. D. Trapp, President of the American Model Yacht Racing Association, to England in February, British model yachtsmen honored him by arranging a race, although it was the off season, and entertaining him at dinner in London. Trapp was greatly impressed with the models themselves and in the way they were sailed. Although during one of the races the wind was blowing at 30 m.p.h., a large fleet was out.

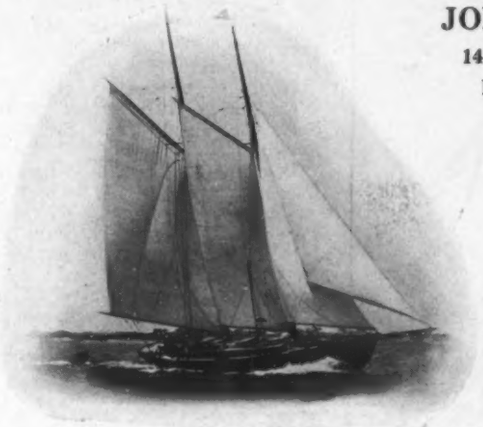
We want to take this occasion of thanking our British cousins, generally, and H. B. Tucker, J. G. Feltwell, and W. J. Daniels in particular, for their courtesy to one of our most ardent model yachtsmen, and assure them of the appreciation of all those who sail model yachts here. Mr. Trapp brought back with him plans of models designed by J. G. Feltwell and Daniels, to the *Yachting Monthly* Cup rule, which will appear in YACHTING in the near future.

On February 15th the Model Yacht Racing Association of America cabled a challenge for the *Yachting Monthly* Cup, to be sailed at Gosport, July 31st to August 4th. Eliminations to select the American representative will be held in June, the date and place to be announced later.

ALDEN BOATS

A FEW LEFT FOR SPRING DELIVERY

JOHN G. ALDEN
148 STATE STREET
BOSTON, MASS.



NO. 306 — A fine off shore cruising schooner similar to a successful schooner designed last year and shown in above cut. 57′ 4¼″ x 42′ 6″ x 14′ 2″ x 7′ 8″. Very able in all weather, fast and comfortable. Owner's quarters include two double staterooms and large main cabin. Suited for extended cruises in any waters. Auxiliary power and electric plant.

NO. 248 — A good cruising auxiliary schooner similar in design to my successful *Malabar VI* which proved fast and able. The cut shows the boat with balloon jib set. I have improved the new model and can recommend it highly. 53′ 9″ x 38′ 6″ x 12′ 3″ beam. Large double stateroom, separate engine room. An ideal boat to use with one paid hand.

NO. 309 — The above cut shows my shallow-draft schooners just after being launched; they are therefore light. The cut on the left shows the sail plan of the gaff-rigged boats. I also have one rigged with marconi mainsail. They are the popular size, 43′ 3″ x 33′ 3″ x 12′ 6″ x 4′ 2″, and will prove able and comfortable off shore and ideal for southern use in winter. Single stateroom, large main cabin, auxiliary power.

NO. 307 — An ideal single hander. I designed this boat for cruising men who want a small boat they can cruise in with comfort. Double stateroom forward, large lockers, main cabin with two berths, toilet and galley. I sailed one of the first launched early in the winter and was surprised at her speed and handiness. Only 34′ over all with full head room and auxiliary power.

EXCLUSIVE FEATURES OF ALDEN BOATS

A L D E N

C A P S T A N

I HAVE designed this capstan for my own use and am now installing it on all my boats. It embodies many improvements and is the most up to date capstan available. There are NO ANNOYING PROJECTIONS TO FOUL ROPES AND TACKLE. IT HAS MORE POWER, due partially TO INCREASED GEAR RATIO, but largely to the use of CUT SPIRAL STEEL GEARS RUNNING IN GREASE. A LARGE BREAKING AREA of the band applied at the base of the wild cat.

ONE OF THE FEATURES THAT KEEP ALDEN BOATS AHEAD OF OTHERS

"You didn't come
a day too soon"
The sure way to avoid trouble in your mouth is to see your dentist in time. Go to him at least twice a year as a sensible precaution. He will keep teeth and gums healthy and may prevent serious trouble.

4 out of 5
see him too late

Don't let carelessness or a false feeling of security give dangerous pyorrhea a chance to fasten itself in your mouth. Four out of five have this dread infection at forty, and many younger, according to dental statistics.

A little foresight will keep you among the fortunate who escape. At least every six months let your dentist go over your mouth carefully to detect signs of gum infection and start now to brush night and morning with Forhan's for the Gums.

The entire family should brush with Forhan's. It's a pleasant tasting dentifrice that firms the gums and keeps them pink and healthy. It gives the teeth a thorough cleansing and keeps them white and clean.

You can't begin using Forhan's too soon. Delay may exact a heavy toll. It's unwise to take chances with pyorrhea. Get your tube of Forhan's today. All druggists: 35c and 60c in tubes.

Formula of R. J. Forhan, D.D.S. · · · Forhan Company, New York

Forhan's
FOR THE GUMS
MORE THAN A TOOTH PASTE · · *IT CHECKS PYORRHEA*

Fine Racing on Biscayne Bay

(*Continued from page 39*)

Largo, a new craft which should "come through" in later races. *Miss Okechobee's* best time for a 7½-mile heat was at the rate of 50.23 m.p.h. Gibson Bradfield won in the Biscayne Baby class (three heats) by a wide margin.

The summaries in the various classes follow:

Colonel Green trophy (two heats), won by *Baby Bandit*, 724 points; *Poison*, 617, second; *Baby Wanderjax*, 544, third; *Stepping Out*, 520, fourth; *Me II*, 485, fifth; *Ella*, 361, sixth.

Gold cup (two heats), won by *Imp*, 800; *Miss Tampa*, 722, second; *Miss Sara De Sota*, 648, third; *Palm Beach Days*, 289, fourth.

Biscayne Babies (three heats), won by Gibson Bradfield, 1124; Richard Ward, 947, second; G. C. Adams, 937, third; Charles Pease, 834, fourth; H. Paul Prigg, 761, fifth; Atlantic Boat Yard entry, 677, sixth; C. G. Fisher, 452, seventh; Biscayne Improvement Company entry, 225, eighth.

Super express runabouts (two heats), won by Bernard Smith, 800; Charles Pease, 722, second; E. H. Little, 613, third; B. S. McClure, 580, fourth.

Express runabouts (two heats), H. Paul Prigg, 800; Henry Chase, 648, second; F. Fishburne, 617, third; Biscayne Tent and Awning Company entry, 514, fourth; W. F. Ehne, 361, fifth.

Free for all outboards (two heats), *Poison*, and *Sister Sanford*, 761 each. (*Sister Sanford* won first prize for making 24.04 miles per hour, *Poison* 24.22); *Sister Tampa*, 648, third; *Stepping Out*, 578, fourth; *Toughey*, 422, fifth; *Miss Humbugus*, 274, sixth; *Ketchme II*, 256, seventh.

In the Express Runabout Class, with 90 h.p. motors, H. Paul Prigg won both heats in a Chris-Craft, making the excellent speed of 29.87 miles. On Saturday the express cruisers were given a chance to show their wares and *W. J. Conners III*, at 37.74 miles, beat *Gar Sr. II* and R. A. Johnson's *Adieu*.

Small Sea Skiffs to be Built at Sturgeon Bay

The Sturgeon Bay Boat Works, of Sturgeon Bay, Wisconsin, and Walter W. Haertel, well known designer and builder who has been with Hacker & Fermann for the past two years, announce an arrangement whereby they will co-operate in the production of a line of standardized boats. This line comprises a 16-foot outboard motor and rowing boat, an 18-foot outboard or inboard motor boat, a 21-foot open motor boat and a 26-footer with a shelter house. These models, which are all of the sea skiff type, were designed by Mr. Haertel, and are being built under his personal supervision in a department devoted exclusively to their production. Mr. Haertel is also handling the sale of them, the Sturgeon Bay Boat Works being interested only in the production.

All models will be carried in stock as soon as production is well under way and good deliveries can be made. Full information may be secured from Walter W. Haertel, Sturgeon Bay, Wis.

Stanco One-Piece Tile

A new product which bids fair to meet with deserving popularity in the marine field is Stanco One-Piece Wall Tile, sold by Elisha Webb & Son Co., 136 South Front Street, Philadelphia, Pa. Stanco Tile is a washable, porcelain-like wall covering, suitable for bath rooms, toilets, galleys, pantries, etc., and is the only practical substitute for china clay, having none of its defects yet possessing all its advantages.

Excellent Hauling-Out Facilities at Peirce & Kilburn's Yard

(*Continued from page 84*)

ties, and as a result are enabled to haul a dozen or more yachts according to size and attend to them at the same time, as well as launch them whenever desired entirely independent of their position or state of the tide.

The ingenious manner by which this remarkable efficiency is achieved is through the agency of a turntable situated at the inboard end of the main hauling ways, from which radiate a system of spur tracks like the spokes of a wheel. The yachts are hauled out, then run ahead upon the turntable track and the table revolved to the desired angle, when the craft are rolled out to one side where work can proceed unhindered until completed. This leaves both the ways and turntable available for either hauling or launching, whatever may be required, and yachts can be launched at any time they wish without waiting for others to finish repairs. Thus work can be easily handled promptly at short notice, which otherwise would be impossible.

The main 235-ton railway has a 100-foot semi-deck type cradle in two sections, with a width of 32 feet and 13 foot depth on the sills. The double cradle permits two yachts to haul out at the same time on separate cradles, with 30 feet between, sufficiently distant to withdraw the tail shaft from the one on the after cradle above high water line. The ways are entirely operated by electrical machinery and controls, and everything about the plant is brand new and of the most approved design.

Haynes-Griffin Takes on Marine Line

Haynes-Griffin, of 41 West 43rd st., New York City, well known in the metropolitan radio field, have established a marine department under the personal supervision of Bruno Beckhard, a nationally known authority on small boats and outboard motors. Their new Small Boats Department will offer one of the most complete lines of small boats and outboard motors available in New York, besides a fine stock of marine accessories. Their outboard motor line will include Johnson, Elto and Lockwood.

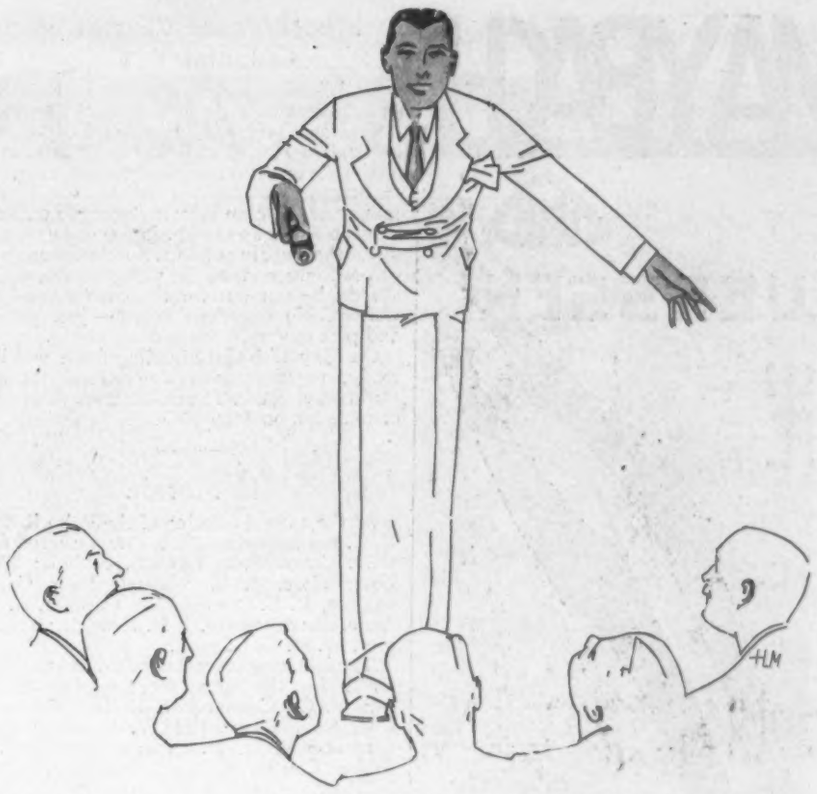
English Mystery Car Sportsmen Purchase Chris-Craft

While in the New York Show Room of Chris Smith & Sons Boat Company — the day previous to sailing — Major Seagraves, driver of the English mystery car which recently broke the world's records, and Mr. K. Lee Guinness, Managing Director of the Robinhood Engineering Works, Ltd., of Putney Vale, London, England, inspected the Chris-Craft and the Chris-Craft Cadet.

Both were very much taken with the Chris-Craft product, and stated that they were the finest examples of fast modern runabouts they had ever seen. Mr. Guinness was so much impressed that he purchased a Chris-Craft Cadet, powered with a 70 h.p. Kermath, and arranged to have the boat follow on the next steamer.

Don't Forget!

There is a grade of Jeffery's Marine Glue for every purpose about a boat, and every boat owner may know the different kinds and their uses if he will send for a copy of booklet No. 27, "Marine Glues, What to Use, and How to Use It," just issued by L. W. Ferdinand & Co., 152 Kneeland Street, Boston, Mass. This new booklet should be welcome by all yachtsmen.



Listen, Men!

You shave, don't you? Don't like to, do you? The process always hurts, and the results are often not so good, eh?

You should try Barbasol!

Barbasol is The Modern Way of Shaving. It puts a smile in every razor stroke. Cuts minutes off your shaving time. And leaves your face looking and feeling like Happiness itself. Here's how:

1. **Wash the face** (but leave it wet)
2. **Spread on Barbasol** (but don't rub in)
3. **Shave**

That's all. No brush. No rub-in. No after-smart. Barbasol leaves the natural oils right in the skin. Takes nothing away but the whiskers. Great for chap and ingrowing hairs.

Mister, you're next! **Try Barbasol 3 times, according to directions.**

Barbasol

For Modern Shaving

COUPON

The Barbasol Co.
Indianapolis, Ind.

I enclose 10c. Please send trial tube and I'll give it a fair trial.

Name.....

Address.....

Y-5-27